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Chapter 10
PARKING AND MOORING

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Chapter 10
PARKING AND MOORING

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Chapter 10

PARKING AND MOORING - DESCRIPTION AND OPERATION

1. General

Parking and mooring of the airplane is accomplished whenever it is not in flight status, whether for a short or an extended period of time. The airplane must be placed in an area accessible to fire fighting equipment and servicing personnel. Protective covers must be installed, in localities where weather extremes are prevalent. Mooring equipment and lines should be used whenever the airplane is to be unattended for extended periods.

2. Parking and Mooring Precautions

The following precautions should be observed when parking and/or mooring the airplane:

A. The airplane should be parked in the best possible position to avoid tight turns; parking the airplane where tight turns are required can damage the landing gear strut seals. Sufficient distance should be allowed, fore and aft, between the airplane and other aircraft to minimize the possibility of damage from jet and heat blast.

B. The parking brakes should not be set if brakes are excessively hot. Allow brakes to cool before setting.

C. When unfavorable weather prevails, care should be taken to shield the airplane as much as possible, and it should be headed into the wind.

D. If low temperatures prevail, precautions should be taken to prevent the airplane tires from freezing to the ramp. The parking brakes should not be set, as the brakes may freeze due to accumulation of moisture.

PARKING AND MOORING - MAINTENANCE PRACTICES

1. Adjustment/Test Ground Resistance Check

A. General.

To determine that the ground rods and/or electrodes are effective, the following ground resistance check shall be performed periodically.

B. Equipment Required.

(1) Ohmmeter.

C. Check Procedure.

WARNING: IN STEP (1) FOLLOWING, MAKE THE CONNECTION AT THE LANDING GEAR FIRST--AT THE GROUND ROD LAST.

(1) Connect static ground lines from the grounding lugs on the landing gear scissors assemblies to approved type grounds.

(2) Connect ohmmeter between an unpainted surface of the wheel well and the ground rod or electrode and record reading of ohmmeter; reading shall not exceed 0.5 ohms.

(3) With ohmmeter still connected per step (2) preceding, remove one static ground line from a ground rod or electrode and record reading of ohmmeter; reading shall not exceed 15 ohms.

(4) Replace static ground line removed in step (3) preceding and record reading of ohmmeter; reading shall not exceed 0.5 ohms.

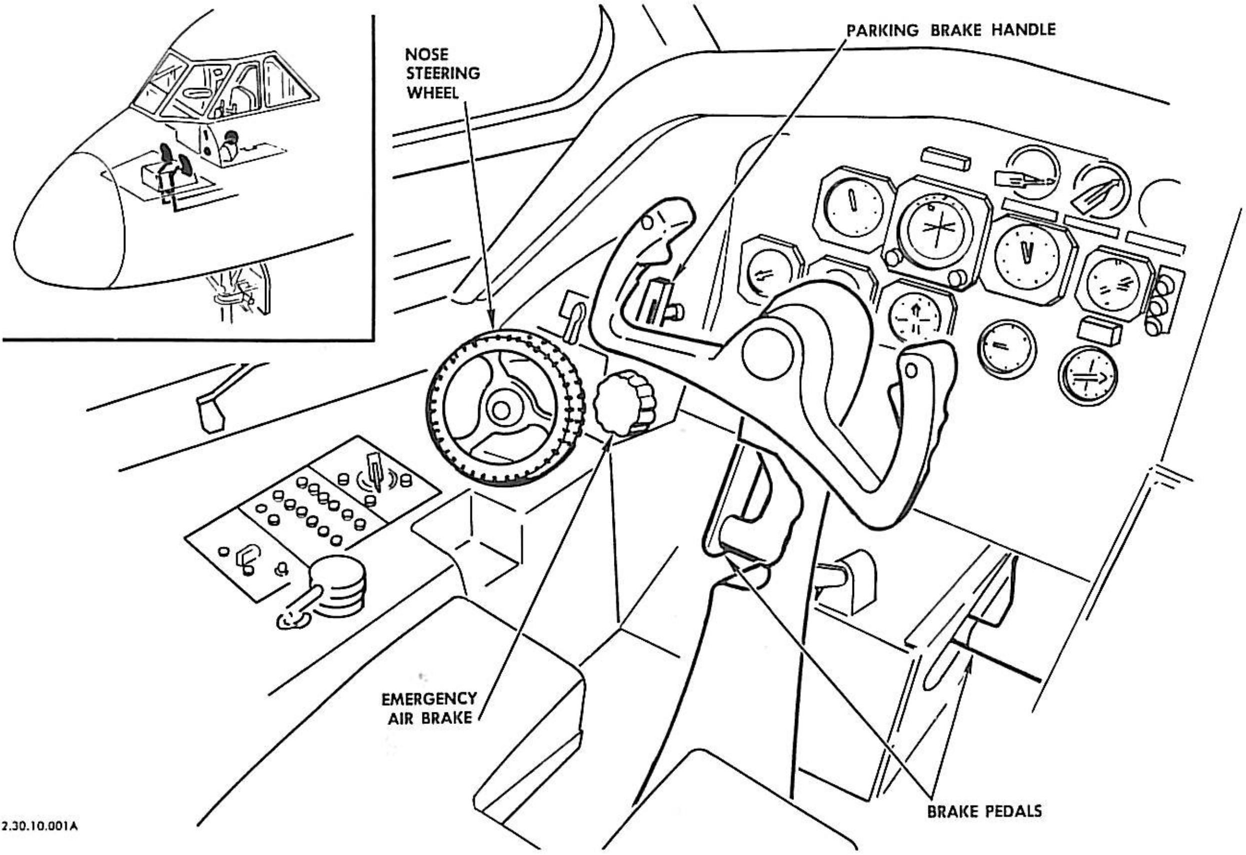
(5) Repeat steps (2), (3) and (4) for each grounding location.

(6) Replace or repair faulty ground rods or electrodes.

PARKING - DESCRIPTION AND OPERATION

1. General

When parking the airplane for a short time it should be positioned so that sufficient clearance is available for servicing equipment or fire truck access. The parking brakes should be set (depress the brake pedals and pull the parking brake handle on; see Figure 1). The landing gear downlock safety pins, wheel chocks, and static ground cables must always be installed; the static ground cables should be attached to the landing gear first, and then to the grounding rod.


NOSE STEERING WHEEL
PARKING BRAKE HANDLE
EMERGENCY AIR BRAKE
BRAKE PEDALS
22.30.10.001A

Parking Controls
Figure 1

AIRPLANE PARKING - MAINTENANCE PRACTICES

1. Parking

A. General.

Parking procedures are used when the airplane is to be idle for short durations and also when adverse or threatening weather conditions are not imminent.

B. Equipment Required.

(1) One nose landing gear down-lock safety pin (Cleveland Pneumatic P/N 9772-200).

(2) Two main landing gear down-lock safety pins (Cleveland Pneumatic P/N 9729-150).

(3) Six wheel chocks.

(4) Three static ground lines.

C. Parking Procedure.

(1) Position airplane in parking area allowing adequate space between other aircraft and structures for easy access of fire fighting and servicing equipment.

CAUTION: PARK AIRPLANE IN THE BEST POSSIBLE POSITION TO AVOID TIGHT TURNS. PARKING IN TIGHT TURNS CAN DAMAGE THE LANDING GEAR STRUT SEALS. ALSO, ALLOW SUFFICIENT DISTANCE FORE AND AFT OF THE AIRPLANE FROM OTHER AIRCRAFT TO MINIMIZE THE POSSIBILITY OF DAMAGE FROM JET AND HEAT BLAST.

(2) Place wheel chocks fore and aft of main and nose landing gear.

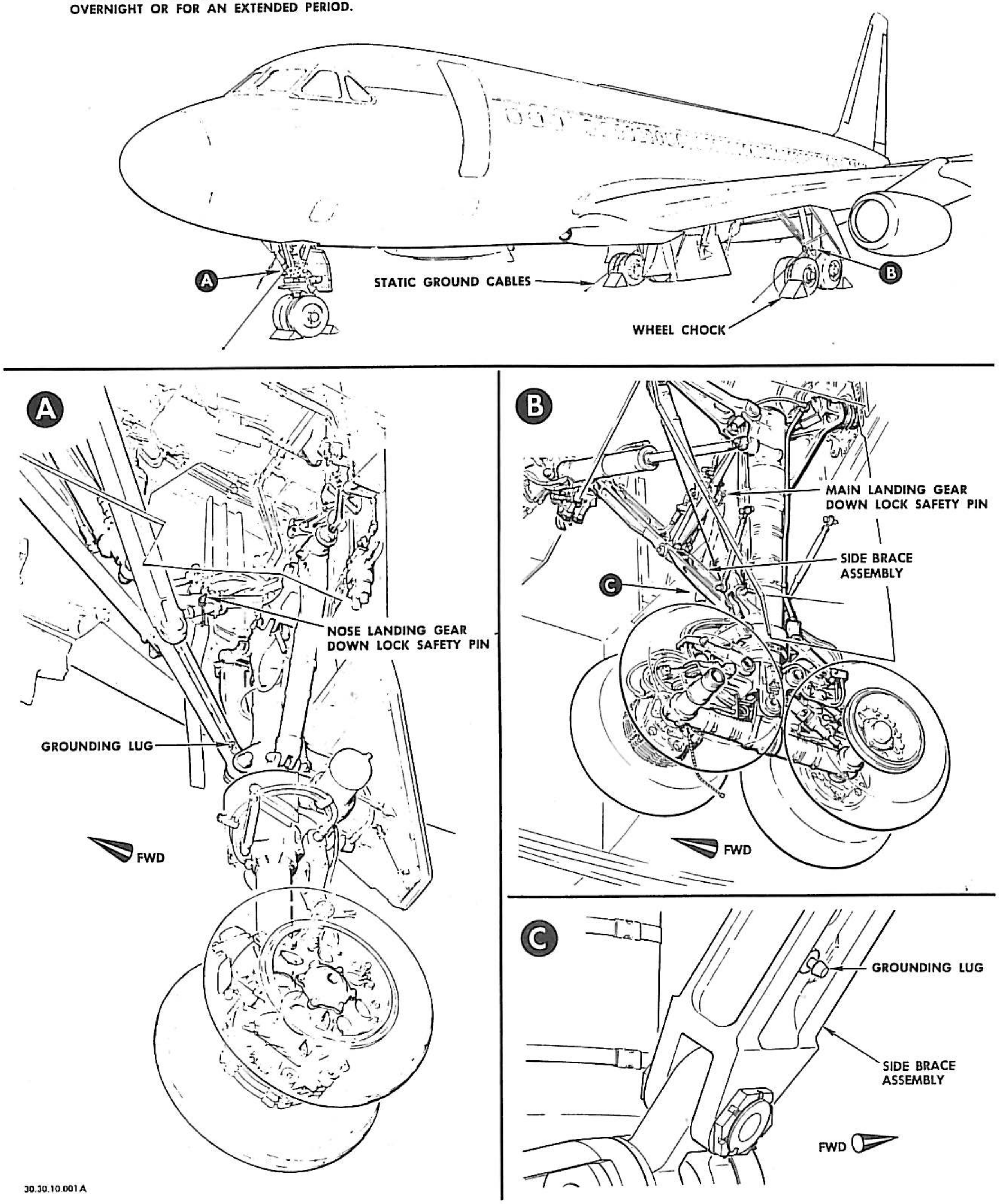
(3) Install landing gear down-lock safety pins (see Figure 201).

NOTE: The landing gear down-lock safety pins are stowed in the pin stowage bag located on the aft right bulkhead of the flight compartment immediately inside the flight compartment access door.

(4) Set parking brakes by applying toe pressure to the brake pedals and at the same time pull the parking brake handle to the "full out" position.

NOTE: Do not set the parking brakes if low temperatures prevail as brakes may freeze due to the accumulation of moisture. Also, do not set the brakes if they are hot from excessive use. Allow the brakes to cool before setting.

NOTES:
1. ON ICE OR SNOW COVERED SURFACES, USE SAND BAGS IN LIEU OF CHOCKS.
2. ALWAYS INSTALL LANDING GEAR DOWN LOCK SAFETY PINS.
3. AIRPLANE SHOULD BE MOORED IN ADDITION TO CHOCKING THE WHEELS WHEN PARKED OVERNIGHT OR FOR AN EXTENDED PERIOD.


A
STATIC GROUND CABLES
B
WHEEL CHOCK
A
NOSE LANDING GEAR DOWN LOCK SAFETY PIN
GROUNDING LUG
FWD
B
MAIN LANDING GEAR DOWN LOCK SAFETY PIN
SIDE BRACE ASSEMBLY
C
FWD
C
GROUNDING LUG
SIDE BRACE ASSEMBLY
FWD
30.30.10.001 A

Parking Requirements
Figure 201

WARNING: IN STEP (5) FOLLOWING, MAKE THE CONNECTION AT THE LANDING GEAR FIRST AND AT THE GROUNDING ROD LAST.

(5) Connect a static ground line from the grounding lug on the scissors assembly of the nose and each main landing gear to approved type ground rods and perform static ground resistance check (refer to 10-0, ADJUSTMENT/TEST).

(6) If extremely hot weather exists, open all doors and flight compartment sliding windows to allow for the dissipation of heat.

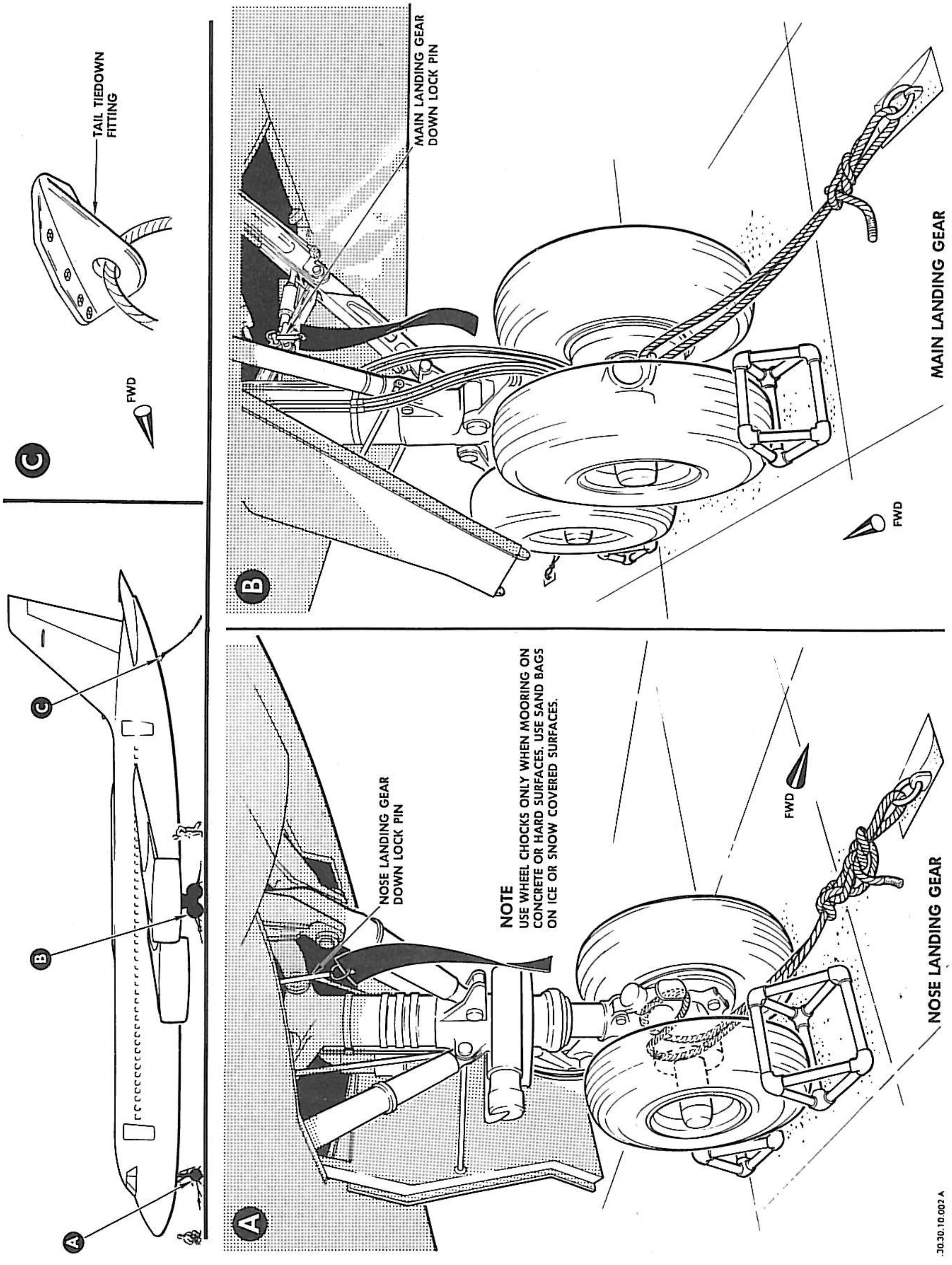
NOTE: Do not open the passenger cabin emergency exit doors.

MOORING - DESCRIPTION AND OPERATION

1. General

Mooring procedures are used when the airplane is to be idle for extended periods of time and when adverse weather or high winds are expected. Mooring lugs are located on the forward and aft main gear trucks; airplane tie-down is accomplished by using manila rope mooring lines, or aircraft cable and clevises, between the mooring lugs and the ramp tie-down points; see Figure 1. Protective covers must be installed to protect the engines, windshield, pitot tube, and wheels against weather extremes. Integral control surface gust dampers in the flight control system protect the airplane control surfaces from wind damage. These dampers are constantly engaged and do not interfere with normal control.

When the airplane is moored for extended periods the wheels should be rotated every 48 hours to prevent the tires from developing flat spots. If the airplane is parked on snow- or ice-covered ground a double thickness of water-proof paper, or approximately one-half inch of sand, should be placed under the tires to prevent them from freezing to the ground; should the tires freeze to the ground, judicious application of heat will free them. A heat cart is used as a heat source. Sandbags should be used in lieu of chocks on snow- or ice-covered ground. When ambient temperature is extremely low, the battery should be removed from the airplane and stored in a warm area; if ambient temperature is extremely high, all doors (except the passenger cabin emergency exit doors) and flight compartment sliding windows should be opened to allow the heat to dissipate.


A
B
C
TAIL TIEDOWN FITTING
FWD
B
MAIN LANDING GEAR DOWN LOCK PIN
FWD
MAIN LANDING GEAR
A
NOSE LANDING GEAR DOWN LOCK PIN
FWD
NOSE LANDING GEAR
30.30.10.002 A

NOTE
USE WHEEL CHOCKS ONLY WHEN MOORING ON CONCRETE OR HARD SURFACES. USE SAND BAGS ON ICE OR SNOW COVERED SURFACES.

Mooring Points
Figure 1

AIRPLANE MOORING - MAINTENANCE PRACTICES

1. Mooring (see Figure 1)

A. General.

When mooring the airplane, control surface battens are not required. Integral control surface gust dampers are provided in the flight control system to protect control surfaces from wind damage.

B. Equipment Required.

(1) Wheel chocks.

(2) Sandbags (to be used in lieu of chocks on snow or ice-covered mooring area).

(3) Manila mooring lines (3000 pound pull test) or 1/4-inch aircraft cable and clevis.

(4) Windshield rain clearing nozzle covers.

(5) Kirksite blocks (1000 pound weight minimum). To be used when airplane tie-down rings are not provided.

(6) Engine tailpipe covers.

(7) Engine inlet duct plugs.

(8) Static pick-up port covers.

(9) Pitot tube covers.

(10) Angle-of-attack sensor probe cover.

(11) Wheel protection covers.

(12) Windshield snow and ice protection cover for use when extreme cold and snow conditions exist.

C. Mooring Procedure.

(1) Perform parking procedure (refer to AIRPLANE PARKING, Maintenance Practices).

(2) Attach mooring line (or aircraft cable) to fuselage tail skid.

CAUTION: WHEN USING MANILA ROPE FOR MOORING LINE, ALLOW SUFFICIENT SLACK TO COUNTERACT SHRINKAGE IN DAMP WEATHER. ROPE SHRINKAGE CAN CAUSE STRESS IN THE AIRPLANE STRUCTURE.

(3) Install engine duct plug and tailpipe covers (refer to Chapter 71, POWER PLANT).

CAUTION: IF HIGH WINDS PREVAIL OR ARE FORECAST, TURN AIRPLANE INTO THE WIND AND ATTACH ADDITIONAL MOORING LINES OR CABLES TO THE LANDING GEAR, FUEL AIRPLANE TANKS (REFER TO CHAPTER 12, SERVICING) AND TRIM HORIZONTAL STABILIZER TO ZERO DEGREES.

(4) Install windshield ice, snow, and rain clearing nozzle protective covers.

(5) Install pitot tube covers.

(6) Install angle-of-attack probe cover.

(7) Install wheel protective covers.

CAUTION: ROTATE TIRES EVERY 48 HOURS TO PREVENT FLAT SPOTS.

(8) Ascertain that all doors and windows are closed securely.

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SERVICING - DESCRIPTION AND OPERATION

1. General

The airplane can be serviced in a minimum of time with little interference between the crews servicing the operating systems, buffets, and lavatories, and those loading and unloading the cargo areas. Most servicing of the operational systems and of the compartments is accomplished from the right side of the airplane; the left side, except for fuel and engine servicing, is reserved for passenger and flight crew enplaning and deplaning. Figure 1 shows a typical example of airplane servicing.

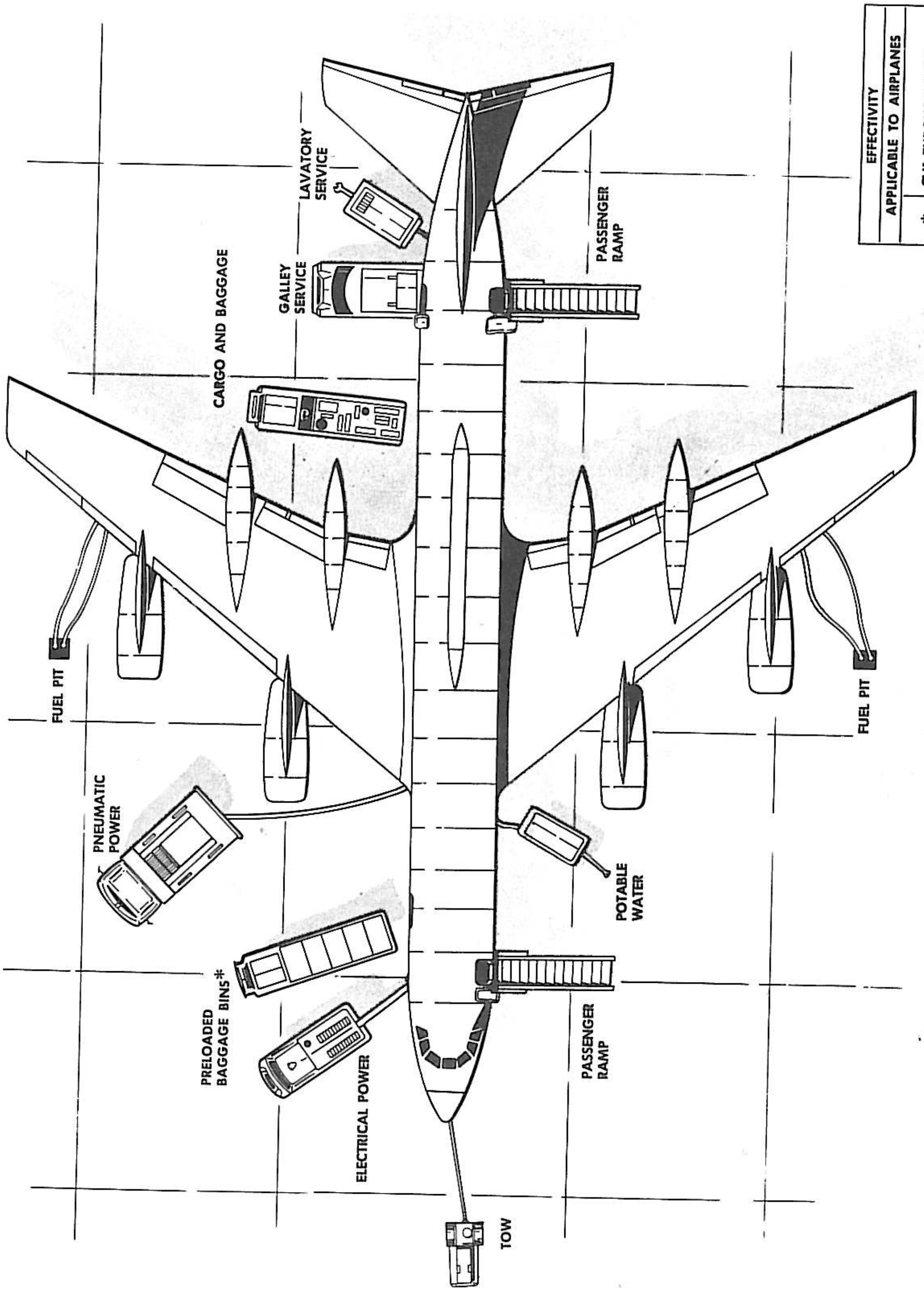
Due to the size of the airplane and the noise level sometimes encountered at airports, an integral interphone communications system is installed to accelerate, and assist in the servicing. Interphone stations are provided for communication between the flight compartment and the airplane's various servicing areas.

Lighting equipment located in vital areas of the airplane aids night time servicing. Passenger loading ramps, cargo areas, buffet servicing platforms, and the wheel wells are illuminated. Lights installed in the sides of the fuselage also assist in ground servicing by illuminating the wing leading edges and engines.

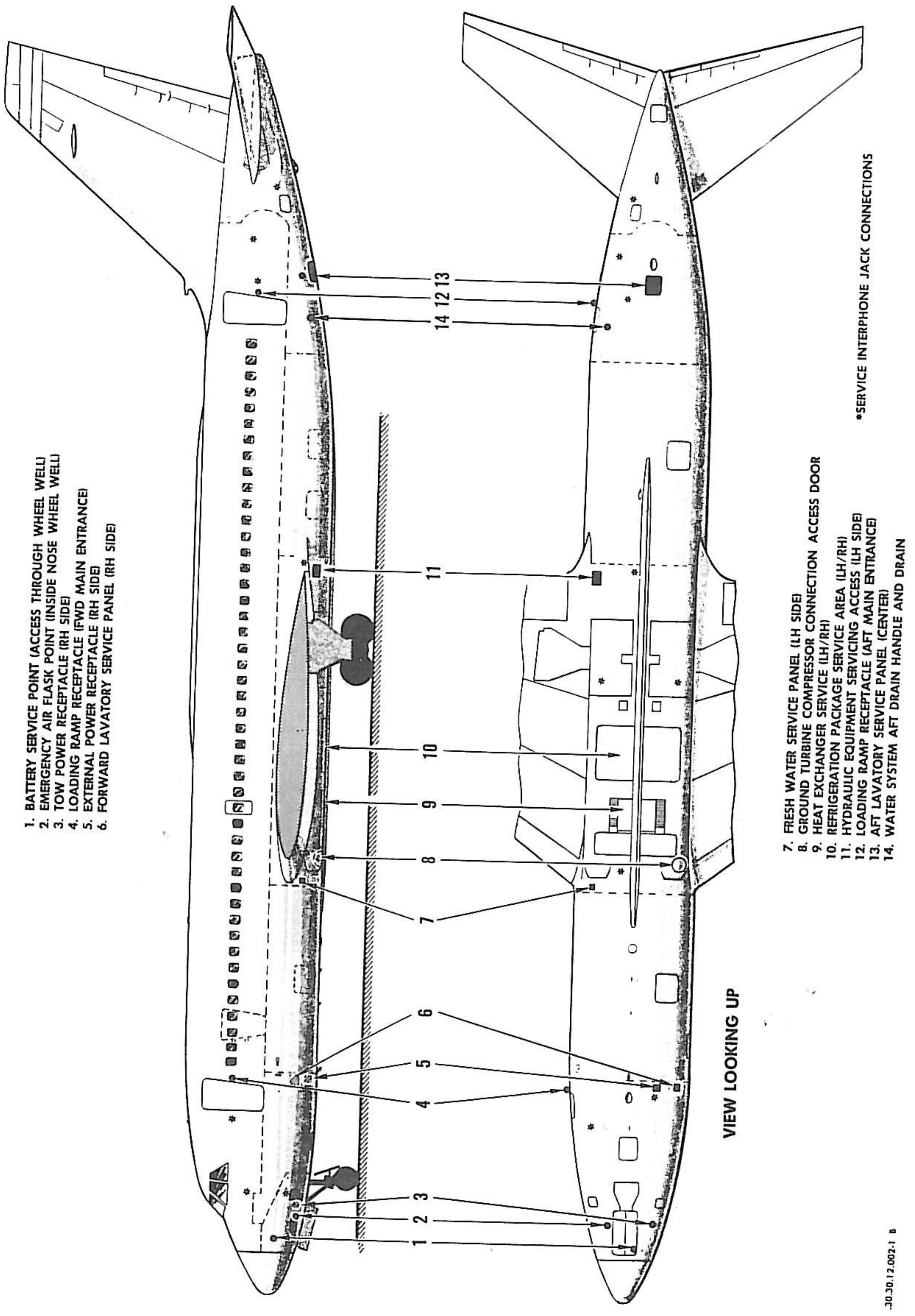
Instruction placards or decals are permanently attached to the inner surfaces of service panel access doors and on or near components which require regular servicing. These placards and decals assist personnel in determining the correct types of fluids, pressures, and quantities required for proper servicing of the respective systems.

Figure 2 shows the various servicing points, access doors and interphone jack points on the airplane; reference should be made to this figure for servicing locations mentioned in this chapter.

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
*	CV1 THROUGH CV25


LAVATORY SERVICE
PASSENGER RAMP
GALLEY SERVICE
CARGO AND BAGGAGE
FUEL PIT
FUEL PIT
PNEUMATIC POWER
POTABLE WATER
PRELOADED BAGGAGE BINS*
PASSENGER RAMP
ELECTRICAL POWER
TOW
30.30.12.001 B

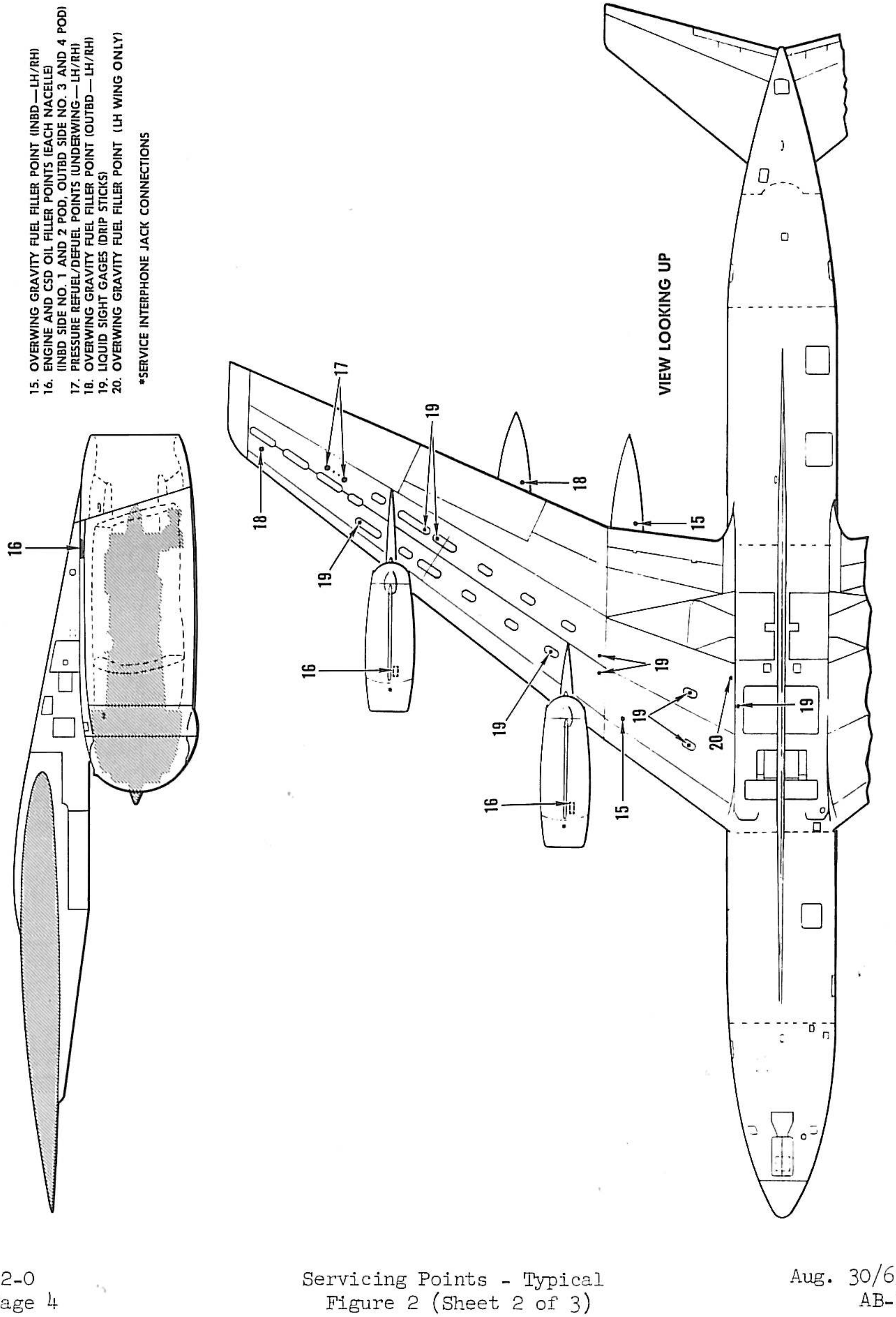
Ground Servicing - Typical
Figure 1



1. BATTERY SERVICE POINT (ACCESS THROUGH WHEEL WELL)
2. EMERGENCY AIR FLASK POINT (INSIDE NOSE WHEEL WELL)
3. TOW POWER RECEPTACLE (RH SIDE)
4. LOADING RAMP RECEPTACLE (FWD MAIN ENTRANCE)
5. EXTERNAL POWER RECEPTACLE (RH SIDE)
6. FORWARD LAVATORY SERVICE PANEL (RH SIDE)
7. FRESH WATER SERVICE PANEL (LH SIDE)
8. GROUND TURBINE COMPRESSOR CONNECTION ACCESS DOOR
9. HEAT EXCHANGER SERVICE (LH/RH)
10. REFRIGERATION PACKAGE SERVICE AREA (LH/RH)
11. HYDRAULIC EQUIPMENT SERVICING ACCESS (LH SIDE)
12. LOADING RAMP RECEPTACLE (AFT MAIN ENTRANCE)
13. AFT LAVATORY SERVICE PANEL (CENTER)
14. WATER SYSTEM AFT DRAIN HANDLE AND DRAIN

*SERVICE INTERPHONE JACK CONNECTIONS

Servicing Points - Typical
Figure 2 (Sheet 1 of 2)


16
17
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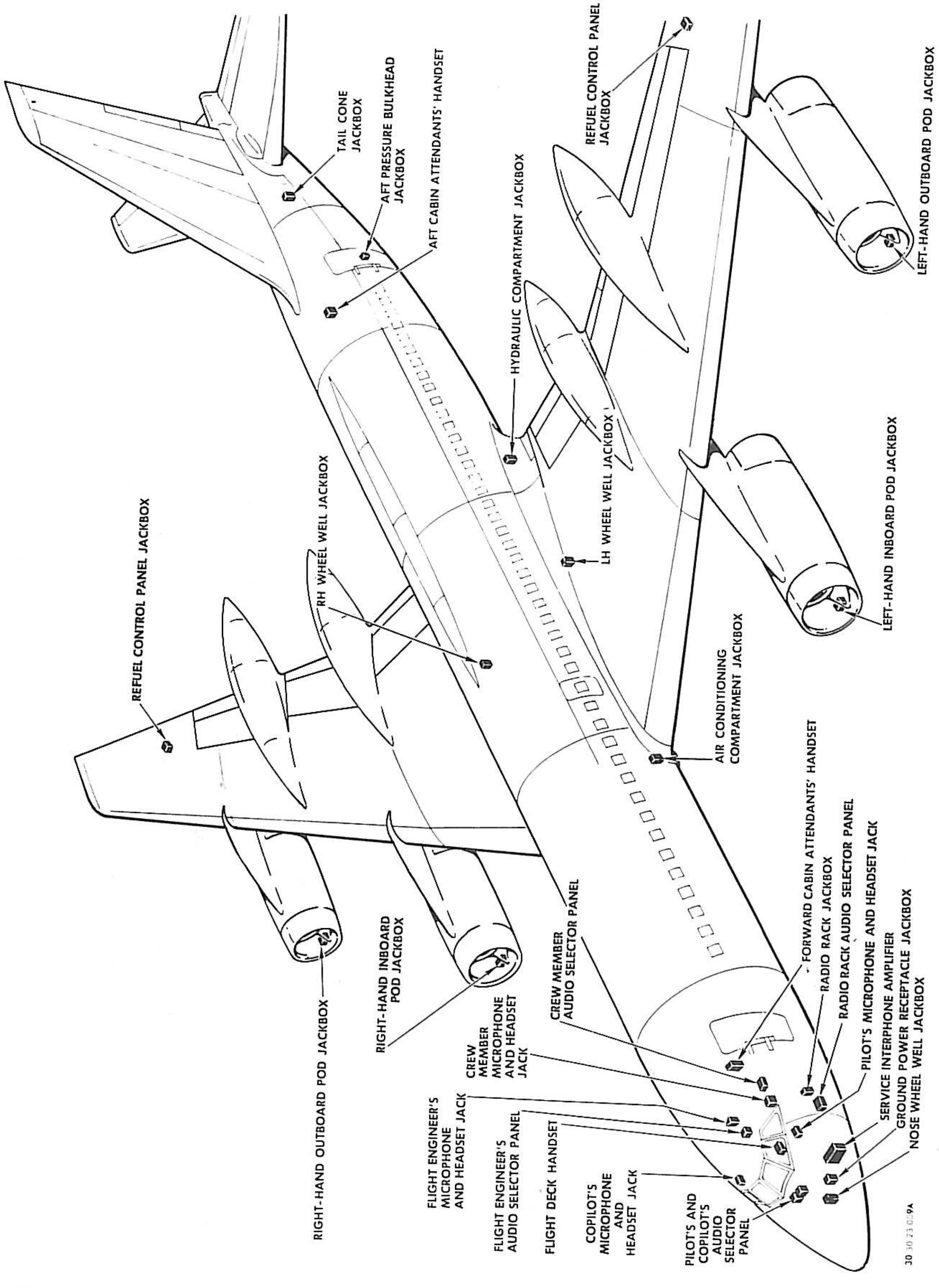
18
15
VIEW LOOKING UP
30.30.12.002-2A

15. OVERWING GRAVITY FUEL FILLER POINT (INBD—LH/RH)
16. ENGINE AND CSD OIL FILLER POINTS (EACH NACELLE) (INBD SIDE NO. 1 AND 2 POD, OUTBD SIDE NO. 3 AND 4 POD)
17. PRESSURE REFUEL/DEFUEL POINTS (UNDERWING—LH/RH)
18. OVERWING GRAVITY FUEL FILLER POINT (OUTBD—LH/RH)
19. LIQUID SIGHT GAGES (DRIP STICKS)
20. OVERWING GRAVITY FUEL FILLER POINT (LH WING ONLY)

*SERVICE INTERPHONE JACK CONNECTIONS

Servicing Points - Typical
Figure 2 (Sheet 2 of 3)


TAIL CONE JACKBOX
AFT PRESSURE BULKHEAD JACKBOX
AFT CABIN ATTENDANTS' HANDSET
HYDRAULIC COMPARTMENT JACKBOX
REFUEL CONTROL PANEL JACKBOX
LEFT-HAND OUTBOARD POD JACKBOX
LH WHEEL WELL JACKBOX
LEFT-HAND INBOARD POD JACKBOX
REFUEL CONTROL PANEL JACKBOX
RH WHEEL WELL JACKBOX
AIR CONDITIONING COMPARTMENT JACKBOX
FORWARD CABIN ATTENDANTS' HANDSET
RADIO RACK JACKBOX
RADIO RACK AUDIO SELECTOR PANEL
PILOT'S MICROPHONE AND HEADSET JACK
SERVICE INTERPHONE AMPLIFIER
GROUND POWER RECEPTACLE JACKBOX
NOSE WHEEL WELL JACKBOX
CREW MEMBER AUDIO SELECTOR PANEL
CREW MEMBER MICROPHONE AND HEADSET JACK
RIGHT-HAND INBOARD POD JACKBOX
RIGHT-HAND OUTBOARD POD JACKBOX
FLIGHT ENGINEER'S MICROPHONE AND HEADSET JACK
FLIGHT ENGINEER'S AUDIO SELECTOR PANEL
FLIGHT DECK HANDSET
COPILOT'S MICROPHONE AND HEADSET JACK
PILOT'S AND COPILOT'S AUDIO SELECTOR PANEL
30 30 73 C29A

Servicing Points - Typical
Figure 2 (Sheet 3 of 3)

FUEL SYSTEM SERVICING

TABLE 1 - FUEL TANK DATA (POUNDS AND KILOGRAMS)
(Applicable to airplanes CV1 through CV25 and CV35 and on)

	POUNDS (KEROSENE)	KILOGRAMS (KEROSENE)	POUNDS (JP4)	KILOGRAMS (JP4)
Total Fuel Weight	101,659* 105,244**	46,112* 47,739**	98,624* 102,102**	44,736* 46,313**
Total Fuel Weight - Each Outboard Tank (No. 1 and No. 4)				
Main	11,779	5,343	11,427	5,183
Replenishment	4,449	2,018	4,316	1,958
Anti-shock Body (Outboard)	1,447* 2,994**	656* 1,358**	1,404* 2,905**	637* 1,317**
Unusable Fuel	174	79	169	77
Total (Tank No. 1 or No. 4)	17,849* 19,396**	8,096* 8,798**	17,316* 18,817**	7,855* 8,535**
Total Fuel Weight - Each Inboard Tank (No. 2 and No. 3)				
Main and Replenishment	19,919	9,035	19,324	8,765
Anti-shock Body (Inboard)	2,358	1,069	2,288	1,037
Unusable Fuel	228	103	221	100
Total (Tank No. 2 or No. 3)	22,512	10,211	21,839	9,905

* Applicable to airplanes CV1, CV2, and CV5 through CV24.
** Applicable to airplanes CV3, CV4, CV25, and CV35 and on.

TABLE I - FUEL TANK DATA (POUNDS AND KILOGRAMS) (CONT)
(Applicable to airplanes CV1 through CV25 and CV35 and on)

	POUNDS (KEROSENE)	KILOGRAMS (KEROSENE)	POUNDS (JP4)	KILOGRAMS (JP4)
Total Fuel Weight - Center Section				
Total Usable Fuel	20,863*	9,463*	20,241*	9,181*
	21,353**	9,685**	20,715**	9,396**
Unusable Fuel	74	33	71	32
Total Center Section	20,937*	9,496*	20,312*	9,213*
	21,427**	9,718**	20,787**	9,429**

NOTE: Weight of JP4 is based on a factor of 6.5 pounds per US gallon at 32 degrees F (0 degrees C). Weight of kerosene is based on a factor of 6.7 pounds per US gallon at 32 degrees F (0 degrees C). The tanks have minimum expansion space equal to two percent of the total gross volume. Fractions of one-half pound (kilogram) or less have been dropped in computing individual tank total fuel weights. Therefore, aircraft total fuel weights shown on this chart may vary slightly from the sums of the individual tank fuel weights.

CAUTION: SPECIFIC GRAVITY (FUEL WEIGHT) VARIES WITH TEMPERATURE. IN DETERMINING FUEL LOAD, CONSIDERATION SHALL BE GIVEN TO POSSIBLE CHANGE IN AMBIENT TEMPERATURE WHILE AIRPLANE IS GROUNDBORNE.

*Applicable to airplanes CV1, CV2, and CV5 through CV24.
**Applicable to airplanes CV3, CV4, CV25, and CV35 and on.

TABLE II - FUEL TANK DATA (POUNDS AND KILOGRAMS)
(Applicable to airplanes CV26 through CV34)

	POUNDS (KEROSENE)	KILOGRAMS (KEROSENE)	POUNDS (JP4)	KILOGRAMS (JP4)
Total Fuel Weight	104,754	47,516	101,627	46,098
Total Fuel Weight - Each Outboard Tank (No. 1 and No. 4)				
Main Replenishment	11,872	5,385	11,518	5,224
Anti-shock Body (Outboard)	4,362	1,979	4,232	1,920
Unusable Fuel	2,994	1,358	2,905	1,317
	167	75	162	73
Total (Tank No. 1 or No. 4)	19,395	8,797	18,817	8,534
Total Fuel Weight - Each Inboard Tank (No. 2 and No. 3)				
Main and Replenishment	20,107	9,120	19,506	8,848
Anti-shock Body (Inboard)	2,358	1,069	2,288	1,037
Unusable Fuel	46	21	45	20
Total (Tank No. 2 or No. 3)	22,511	10,210	21,839	9,905

TABLE II - FUEL TANK DATA (POUNDS AND KILOGRAMS) (CONT)
(Applicable to airplanes CV26 through CV34)

	POUNDS (KEROSENE)	KILOGRAMS (KEROSENE)	POUNDS (JP4)	KILOGRAMS (JP4)
Total Fuel Weight - Center Section				
Total Usable Fuel	20,863	9,463	20,241	9,181
Unusable Fuel	74	33	71	32
Total Center Section	20,937	9,496	20,312	9,213

NOTE: Weight of JP4 is based on a factor of 6.5 pounds per US gallon at 32 degrees F (0 degrees C). Weight of kerosene is based on a factor of 6.7 pounds per US gallon at 32 degrees F (0 degrees C). The tanks have minimum expansion space equal to two percent of the total gross volume. Fractions of one-half pound (kilogram) or less have been dropped in computing individual tank total fuel weights. Therefore, aircraft total fuel weights shown on this chart may vary slightly from the sums of the individual tank fuel weights.

CAUTION: SPECIFIC GRAVITY (FUEL WEIGHT) VARIES WITH TEMPERATURE. IN DETERMINING FUEL LOAD, CONSIDERATION SHALL BE GIVEN TO POSSIBLE CHANGE IN AMBIENT TEMPERATURE WHILE AIRPLANE IS GROUNDBORNE.

TABLE III - FUEL TANK DATA (US GALLONS, IMPERIAL GALLONS AND LITERS)
(Applicable to airplanes CV1 through CV25 and CV35 and on)

	US GALLONS	IMPERIAL GALLONS	LITERS
Total Quantity	15,173* 15,708**	12,634* 13,080**	57,430* 59,455**
Total Quantity - Each Outboard Tank (No. 1 and No. 4)			
Main	1,758	1,464	6,654
Replenishment	664	552	2,513
Anti-shock Body (Outboard)	216* 447**	180* 372**	817* 1,692**
Unusable fuel	26	22	98
Total (Tank No. 1 or No. 4)	2,664* 2,895**	2,218* 2,410**	10,082* 10,957**
Total Quantity - Each Inboard Tank (No. 2 and No. 3)			
Main and Replenishment	2,973	2,476	11,253
Anti-shock Body (Inboard)	352	293	1,336
Unusable fuel	35	29	132
Total (Tank No. 2 or No. 3)	3,360	2,798	12,718
Total Quantity - Center Section			
Total Usable Fuel	3,114* 3,187**	2,593* 2,654**	11,786* 12,063**
Unusable Fuel	11	9	41
Total - Center Section	3,125* 3,198**	2,602* 2,663**	11,827* 12,104**

NOTE: Fractions of one-half of a unit or less have been dropped in computing individual tank quantities. Therefore, aircraft total fuel quanitites shown on this chart may vary slightly from the sums of the individual tank quantities.

* Applicable to airplanes CV1, CV2, and CV5 through CV24.
** Applicable to airplanes CV3, CV4, CV25 and CV35 and on.

TABLE IV - FUEL TANK DATA (US GALLONS, IMPERIAL GALLONS AND LITERS)
(Applicable to airplanes CV26 through CV34)

	US GALLONS	IMPERIAL GALLONS	LITERS
Total Quantity	15,635	13,019	59,178
Total Quantity - Each Outboard Tank (No. 1 and No. 4)			
Main	1,772	1,475	6,707
Replenishment	651	542	2,464
Anti-shock Body (Outboard)	447	372	1,692
Unusable Fuel	25	21	94
Total (Tank No. 1 or No. 4)	2,895	2,410	10,957
Total Quantity - Each Inboard Tank (No. 2 and No. 3)			
Main and Replenishment	3,001	2,499	11,359
Anti-shock Body (Inboard)	352	293	1,332
Unusable Fuel	7	6	26
Total (Tank No. 2 or No. 3)	3,360	2,798	12,717
Total Quantity - Center Section			
Total Usable Fuel	3,114	2,593	11,786
Unusable Fuel	11	9	41
Total - Center Section	3,125	2,602	11,827

NOTE: Fractions of one-half of a unit or less have been dropped in computing individual tank quantities. Therefore, aircraft total fuel quantities shown on this chart may vary slightly from the sums of the individual tank quantities.

1. Fuel System Servicing (see Figures 201 and 202)

A. General.

The following general rules and safety precautions must always be observed during fueling operations:

(1) Locate the airplane in a non-congested area with a minimum distance of 50 feet between other aircraft or structures, and a minimum of 100 feet from hangars.

(2) Clear the fueling area of all unnecessary work stands and other equipment which may damage the airplane as it settles due to the weight of the fuel.

(3) If used, wheel chocks should be nonmetallic, and shall be placed approximately two inches from the wheels to allow for expansion of the tires due to increased gross weight when fuel is taken aboard.

(4) Prohibit open flames, sparks or smoking within 50 feet of the airplane (allowing for wind conditions) during fueling operations.

(5) Locate source of external electrical power a minimum of 50 feet from the airplane.

(6) Prohibit the operation of reciprocal, jet or other combustion type engines within 150 feet of fueling operations.

WARNING: OPERATION OF RADAR OR RADIO TRANSMITTING EQUIPMENT OF THE AIRPLANE, OR WITHIN A RADIUS OF 300 FEET OF THE AIRPLANE, MUST BE PROHIBITED.

(7) Locate fire truck and attendants near the airplane, in a standby condition.

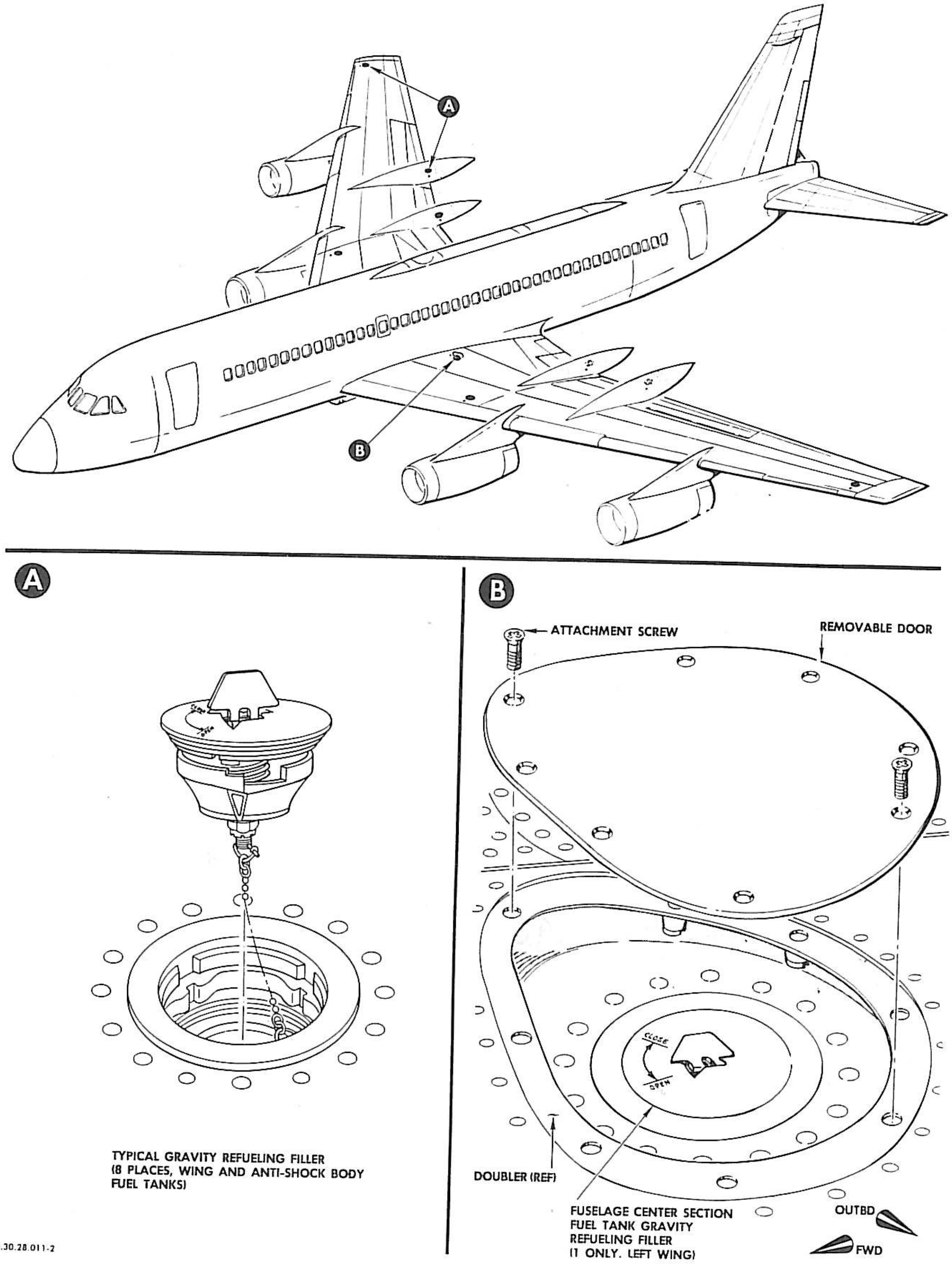
(8) Position the fuel truck in a manner to permit rapid removal from the fueling area in the event of fire.

NOTE: Fuel truck operator(s) shall not leave the truck during fueling operations and/or as long as the truck is connected to the airplane.

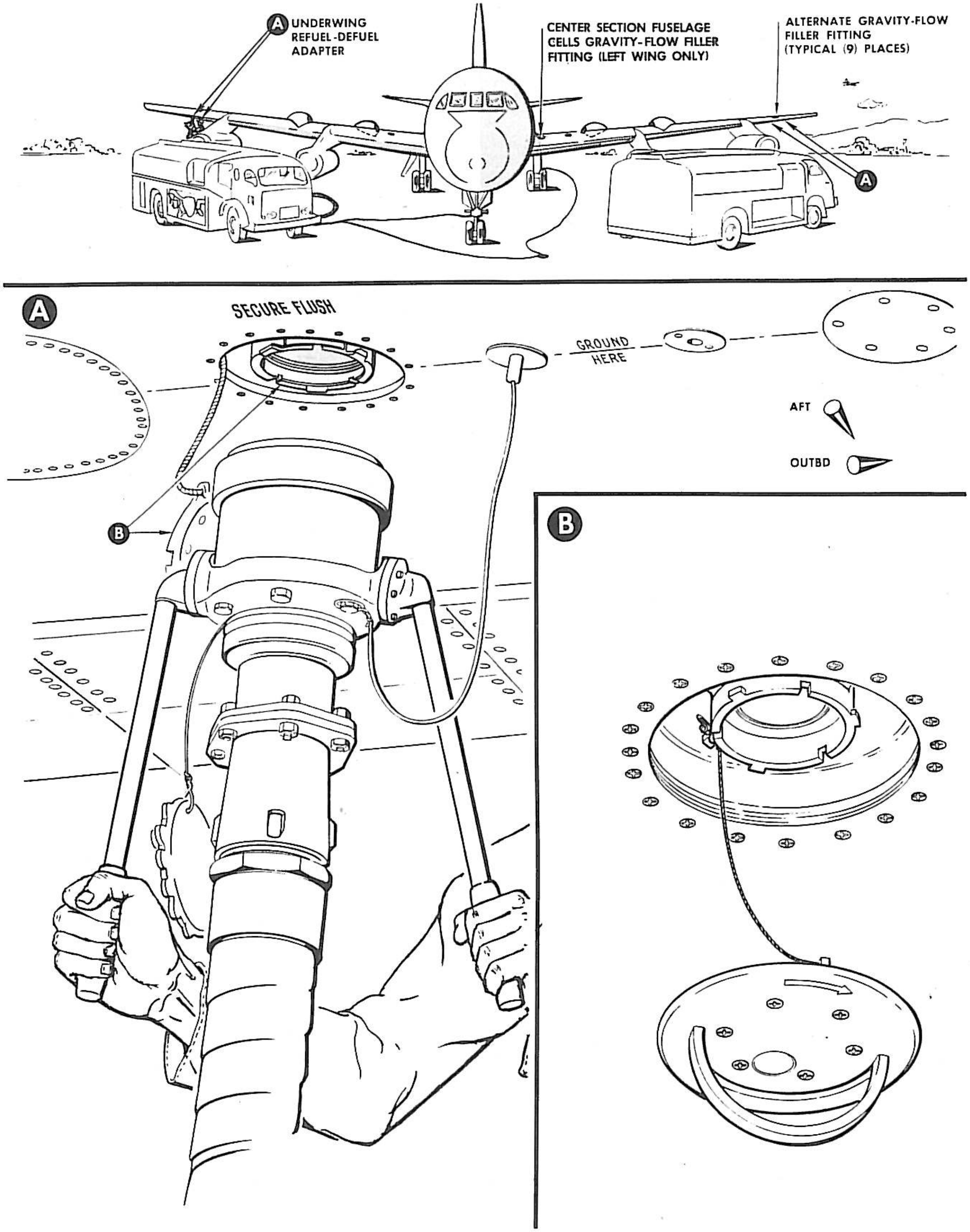
(9) Fuel hoses must be maintained in good condition, free from breaks or worn spots.

(10) Open all electrical circuits on the airplane, except those necessary for fueling operations.

(11) Allow only authorized personnel (those absolutely necessary for fueling operations) in the fueling area.


A
B
A
TYPICAL GRAVITY REFUELING FILLER
(8 PLACES, WING AND ANTI-SHOCK BODY
FUEL TANKS)
30.30.28.011-2
B
ATTACHMENT SCREW
REMOVABLE DOOR
DOUBLER (REF)
FUSELAGE CENTER SECTION
FUEL TANK GRAVITY
REFUELING FILLER
(1 ONLY. LEFT WING)
OUTBD
FWD
CLOSE
OPEN

Pressure and Gravity Flow Fueling Adapters
Figure 201


A UNDERWING REFUEL-DEFUEL ADAPTER
CENTER SECTION FUSELAGE CELLS GRAVITY-FLOW FILLER FITTING (LEFT WING ONLY)
ALTERNATE GRAVITY-FLOW FILLER FITTING (TYPICAL (9) PLACES)
A
A
SECURE FLUSH
GROUND HERE
AFT
OUTBD
B
B

30.30.28.013 A

Connecting Refuel - Defuel Adapters
Figure 202

(12) All servicing personnel within the "vapor area" (50 foot radius of fueling point with allowance for wind condition) must carry only safety type tools and nonmetallic personal items.

WARNING: SHOES WITH EXPOSED NAILS, CAPS OR CLEATS SHALL NOT BE WORN IN THE FUELING AREA.

(13) Fuel nozzles shall not be "blocked" in an open position; nozzles must be manually operated at all times.

NOTE: The pressure refuel-defuel nozzles will not open the check valve in the refuel-defuel adapters unless properly inserted and locked in the adapter.

(14) Station one man at the wheel cart CO_2 bottle to operate the control valve, and another man to handle the nozzle.

NOTE: During alternate (emergency) overwing fueling, the man handling the nozzle should be positioned on a suitable stand elevated to the approximate height of the wing.

(15) Wipe up any spilled fuel immediately and flush area thoroughly with water.

2. Pressure Refueling and Defueling

A. Equipment Required.

(1) Fuel truck equipped as follows:

(a) Fuel hose with nozzle conforming to Specification MIL-M-5877 (Type D-1).

(b) Integral static ground wire (2).

(2) Fuel tank drain valve operating tool (Accessories Products Co. No. 704400).

(3) Source of external ac electrical power with approved power cable 50 feet (minimum) in length.

(4) Static ground wires (2) (AWG No. 8 cable or larger) with battery clips brazed to both ends.

(5) Ohmmeter.

(6) Two four-to-five pound CO_2 fire extinguishers and one fifty pound wheel cart CO_2 bottle (or equivalent).

(7) Miscellaneous spark-proof tools as required.

(8) Explosion-proof lighting and flashlights for fueling operations performed at night.

(9) Interphone communication equipment (refer to Chapter 23, COMMUNICATIONS).

B. Pressure Refueling.

CAUTION: THE AIRPLANE MAY BE REFUELED BY ANY FUELING SEQUENCE THAT ALLOWS AN INBOARD TANK TO BE FUELED EITHER PRIOR TO OR CONCURRENTLY WITH AN OUTBOARD TANK. FUELING IN THIS MANNER WILL ELIMINATE THE POSSIBILITY OF A TAIL TIP DOWN CONDITION CAUSED BY FUELING OUTBOARD TANKS PRIOR TO INBOARD TANKS.

(1) Ascertain that the lateral and longitudinal axes of the airplane are approximately level (one degree nose down attitude).

(2) Ground airplane and fuel truck as follows:

(a) Attach static ground cable from each landing gear to an approved type driven ground rod or other approved ground; make connection at the landing gear FIRST--at the ground point LAST.

CAUTION: ATTACH STATIC GROUND CABLE CLAMP TO GROUND FITTING ON LANDING GEAR TORQUE ARMS. ATTACHING CLAMP TO OTHER SURFACES ON GEAR WILL CAUSE SCRATCHES AND GOUGES ON HIGH-STRENGTH STEEL PARTS.

(b) Attach static ground cable from fuel truck to the same ground as one of the static cables from main landing gear.

(c) Attach static ground cable from fuel truck to an approved ground connection on nose landing gear.

NOTE: After all ground connections are complete, check each connection with ohmmeter; resistance shall not exceed 10 ohms at any point.

(3) Drain water and/or sediment from fuel tank drain valves using operating tool (Accessories Product Co. No. 704400).

(4) Connect source of external electrical power to airplane (Refer to Chapter 24, ELECTRICAL POWER).

WARNING: PRIOR TO HANDLING FUEL HOSES OR REMOVING REFUEL-DEFUEL ADAPTER CAPS, SERVICING PERSONNEL MUST DISCHARGE STATIC ELECTRICITY FROM THEIR BODIES BY CONTACTING ONE OF THE GROUND CONNECTIONS WITH HANDS.

(5) Insert the static discharge jumper from the fuel nozzle(s) into the grounding receptacles adjacent to the refuel-defuel adapters. The grounding receptacles are identified by the words "GROUND HERE."

(6) Insert and lock fuel nozzle in pressure refuel-defuel adapters.

> WARNING: DO NOT REFUEL TANKS IF WIRING TO A FUEL QUANTITY INDICATOR, OR TO THE TRANSFER SWITCH BOX, IS DISCONNECTED. WHEN WIRING IS DISCONNECTED, THE GROUND CONNECTION FOR THE ASSOCIATED TANK PROBES IS OPEN, AND STATIC ELECTRICITY MAY BUILD UP DURING REFUELING. (DURING FUNCTIONAL TESTING OF THE SYSTEM, INDICATORS DO NOT NEED TO BE INSTALLED, BUT MUST BE CONNECTED ELECTRICALLY.)

(7) Close the LH, RH and CENTER REFUEL VALVE SHUTOFF SOL and FUEL QTY circuit breakers located on the main circuit breaker panel.

(8) Open REFUEL panel doors located on the under side of both wings outboard of the No. 1 and No. 4 pylons (see Figure 203).

(9) The REFUEL STOP lights shall illuminate as follows: No. 1, No. 2 and CTR on the left-hand wing panel; No. 3, No. 4 and CTR on the right-hand wing panel.

(10) Actuate the CTR SECT REFUEL VALVE switch located on either panel, to the CLOSE position.

(11) The SELECTOR VALVE OPEN light shall extinguish on both REFUEL panels.

(12) Set all REPEATER indicators (6) to zero. Three indicators are located on each REFUEL panel.

(13) Set REPEATER indicator for tank to be fueled to 1000 pounds.

(14) Start refueling. The TANK REFUEL STOP light shall extinguish.

(15) Actuate TANK PRE-CHECK switch to STOP PRIMARY.

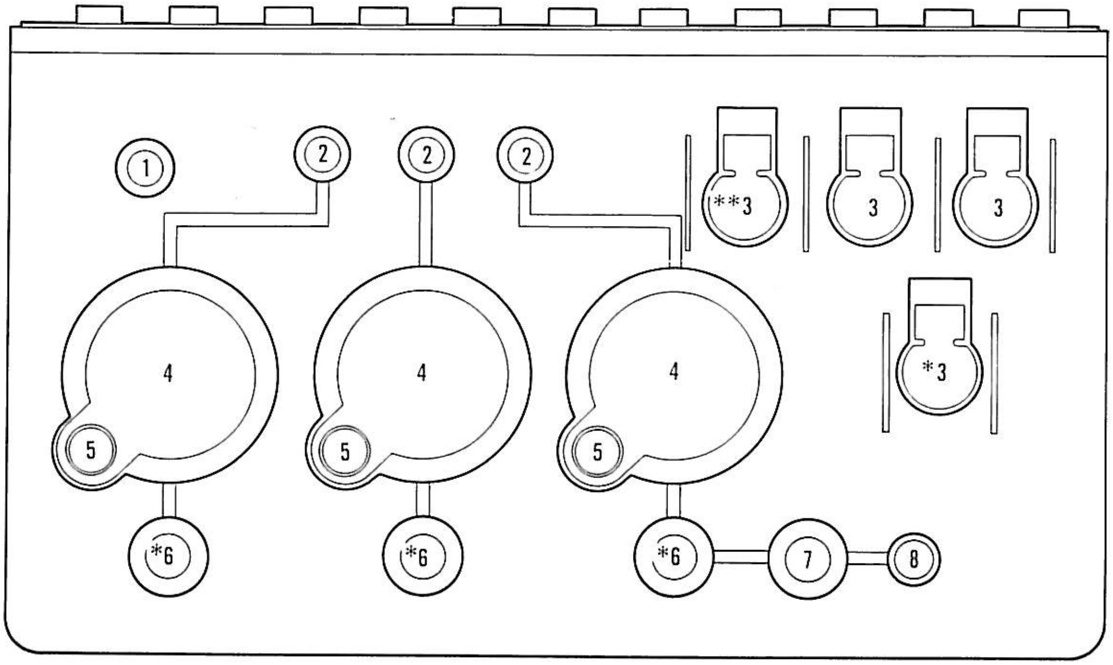
- (a) Refueling shall stop within 10 seconds.
- (b) TANK REFUEL STOP light shall illuminate.

(16) Actuate PRE-CHECK switch to REFUEL position.

- (a) Refueling shall start within 10 seconds.
- (b) REFUEL STOP light shall extinguish.

(17) Repeat steps (14) through (16) for STOP SECONDARY PRE-CHECK position.

(18) Continue refueling. Fuel shutoff shall occur at 1,000 (+435, -100) pounds. TANK REFUEL STOP light shall illuminate.



1. COMPARTMENT LIGHT SWITCH (DOOR-OPERATED).
2. REFUEL PRECHECK CONTROL SWITCH.
3. COMMUNICATIONS EQUIPMENT JACK.
4. FUEL QUANTITY REPEATER INDICATOR.
5. REFUEL QUANTITY PRESET CONTROL.
6. REFUELING STOPPED INDICATOR LIGHT.
7. CENTER SECTION SELECTOR VALVE OPEN INDICATOR LIGHT.
8. CENTER SECTION SELECTOR VALVE CONTROL SWITCH.

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
*	CV1 THROUGH CV25
**	CV26 AND ON

30.02.28.040A

Refuel Control Panel - Typical
Figure 203

(19) Reset REPEATER indicator to desired amount of fuel, and continue refueling until shutoff occurs.

CAUTION: DURING FUELING OPERATIONS CHECK FOR AIR FLOWING FROM RAM-VENT SCOOPS. IF AIR DOES NOT FLOW FROM SCOOPS, STOP FUELING PROCEDURE AND INVESTIGATE FOR TROUBLE.

WARNING: IN STEP (20) FOLLOWING, REMOVE FUEL NOZZLE(S) AND CLOSE REFUEL-DEFUEL ADAPTER CAPS BEFORE REMOVING STATIC DISCHARGE JUMPERS FROM GROUNDING RECEPTACLES.

(20) When fueling is complete, shut off fuel pump on tank truck, reduce fuel pressure to zero psig and disconnect fuel nozzle(s) from refuel-defuel adapter(s); remove static discharge jumpers from wing grounding receptacles.

WARNING: IF FUEL IS SPILLED, IMMEDIATELY WIPE UP AND FLUSH AREA WITH WATER.

(21) Open circuit breakers closed in step (7).

(22) Remove source of external electrical power from airplane.

(23) Remove all grounding equipment in reverse order of installation.

C. Defueling.

(1) Observe general rules and safety measures as outlined in paragraph 1.

WARNING: DO NOT DEFUEL TANKS IF WIRING TO A FUEL QUANTITY INDICATOR, OR TO THE TRANSFER SWITCH, IS DISCONNECTED. WHEN WIRING IS DISCONNECTED, THE GROUND CONNECTION FOR THE ASSOCIATED TANK PROBES IS OPEN, AND STATIC ELECTRICITY MAY BUILD UP DURING DEFUELING. (DURING FUNCTIONAL TESTING OF THE SYSTEM, INDICATORS DO NOT NEED TO BE INSTALLED, BUT MUST BE CONNECTED ELECTRICALLY.)

(2) Ground airplane and fuel truck as outlined in step 2.B.(2).

(3) Connect source of external electrical power to airplane (refer to Chapter 24, ELECTRICAL POWER).

WARNING: PRIOR TO HANDLING FUEL HOSES AND/OR REMOVING REFUEL-DEFUEL ADAPTER CAPS, SERVICING PERSONNEL MUST DISCHARGE STATIC ELECTRICITY FROM THEIR BODIES BY CONTACTING ONE OF THE GROUND CONNECTIONS WITH HANDS.

(4) Insert static discharge jumper, attached to fuel nozzle, into grounding receptacle adjacent to refuel-defuel adapters; the grounding receptacles are marked GROUND HERE.

(5) Insert and lock fuel nozzle(s) in refuel-defuel adapter(s).

(6) Connect interphone communication equipment (refer to Chapter 23, COMMUNICATIONS).

(7) Close the following circuit breakers located on the main circuit breaker panel:

(a) LH DEFUEL VALVE, RH DEFUEL VALVE (as required).

(b) LH & RH AUX CTR SECT & WING CROSSFEED (as required).

(c) TANK NO. 1, 2, 3, and 4 SHUTOFF VALVE (as required).

(d) ENG NO. 1, 2, 3, and 4 CROSSFEED VALVE (as required).

NOTE: To defuel individual tanks, close the above circuit breakers as required for individual tanks.

(8) Actuate the following switches as indicated (see Figure 204):

(a) LH or RH AUX CTR SECT & WING CROSSFEED - OPEN

(b) LH and RH DEFUEL - OPEN

(c) ENG NO. 1, 2, 3, and 4 - OPEN

NOTE: To defuel individual tanks, close the above switches as required for individual tanks. Defueling configurations can be followed on the schematic printed on the flight engineer's fuel control panel.

(9) Start fuel truck suction pump and establish fuel flow of 50 gpm; airplane will defuel at a minimum rate of 50 gpm.

(10) Notify ground crew when fuel tanks are empty; stop fuel truck suction pump.

(11) Place all airplane valves in CLOSED position.

(12) Open circuit breakers closed in step (7).

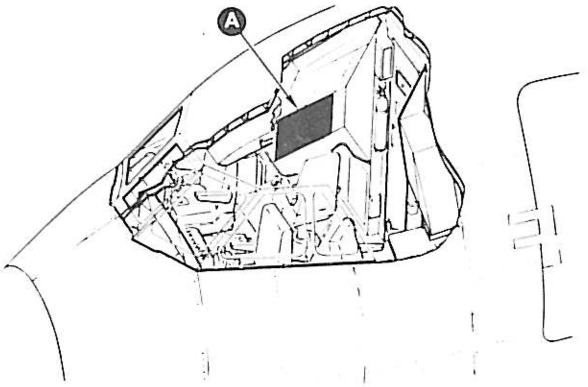
WARNING: IN STEP (13) FOLLOWING, REMOVE FUEL NOZZLE(S) AND CLOSE REFUEL-DEFUEL ADAPTER CAP(S) BEFORE REMOVING STATIC DISCHARGE JUMPER FROM WING GROUND RECEPTACLE.

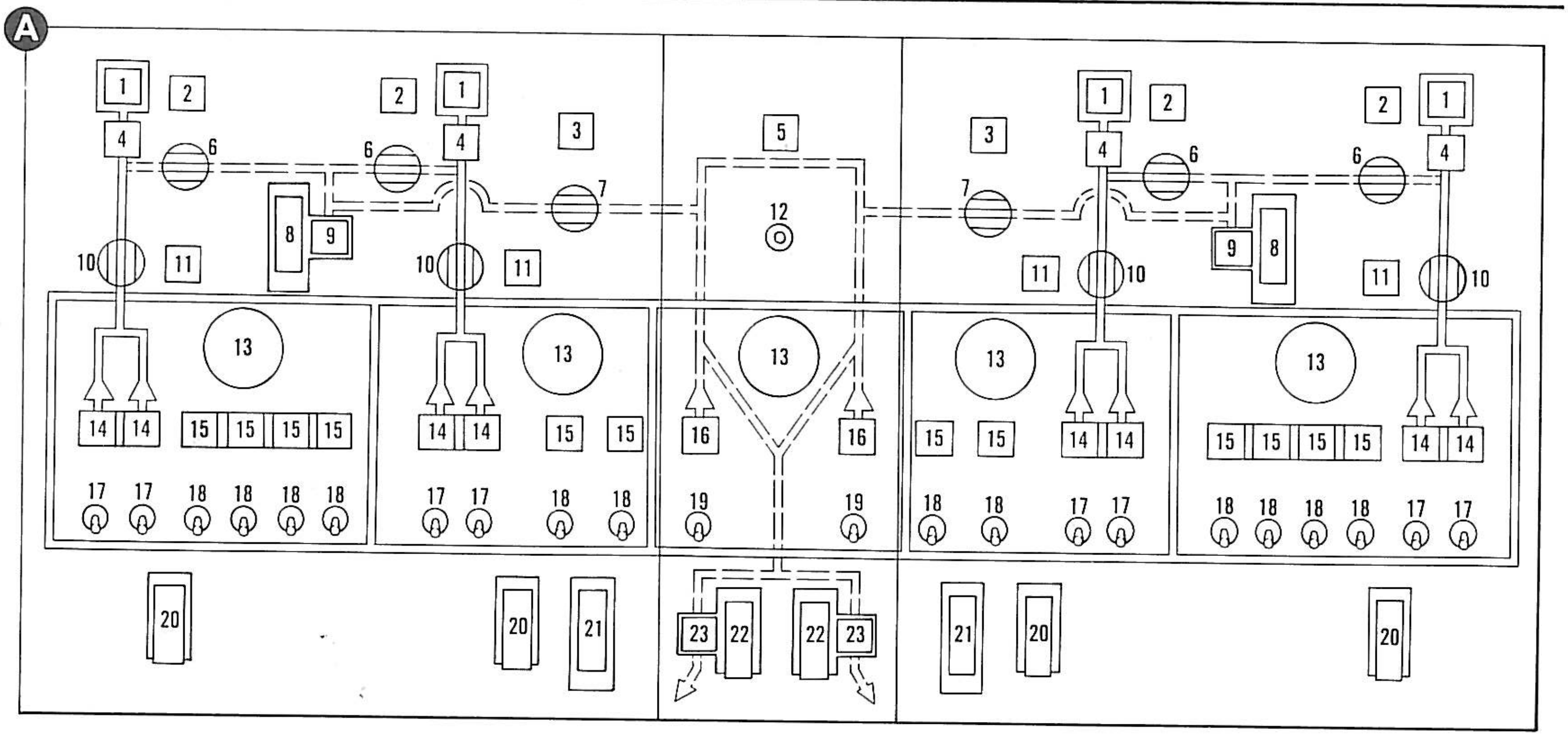
(13) Disconnect fuel nozzle(s) from defuel adapter(s); secure refuel-defuel adapter cap(s) and remove static discharge jumpers from ground receptacles.

(14) Remove source of external electrical power from airplane.

(15) Remove interphone communication equipment.

1. ENGINE FUEL PUMP LOW PRESSURE WARNING LIGHT.
2. CROSSFEED VALVE IN TRANSIT LIGHT.
3. AUX CTR TANK & WING CROSSFEED VALVE IN TRANSIT LIGHT.
4. EMERGENCY FUEL SHUTOFF VALVE CLOSED LIGHT.
5. OUTBOARD ANTI-SHOCK BODY EXCESS FUEL LIGHT.
6. CROSSFEED VALVE CONTROL SWITCH.
7. AUX CTR TANK & WING CROSSFEED VALVE CONTROL SWITCH.
8. DEFUEL VALVE CONTROL SWITCH.
9. DEFUEL VALVE OPEN LIGHT.
10. LINE VALVE CONTROL SWITCH.
11. LINE VALVE IN-TRANSIT LIGHT.
12. FUEL QUANTITY SELECTOR SWITCH.
13. FUEL QUANTITY INDICATOR.
14. BOOST PUMP LOW PRESSURE WARNING LIGHT.
15. TRANSFER PUMP LOW PRESSURE WARNING LIGHT.
16. BOOST-JETTISON PUMP LOW PRESSURE WARNING LIGHT.
17. BOOST PUMP CONTROL SWITCH.
18. TRANSFER PUMP CONTROL SWITCH.
19. BOOST-JETTISON PUMP CONTROL VALVE SWITCH.
20. JETTISON PUMP CONTROL VALVE SWITCH.
21. JETTISON-SCAVENGE PUMP CONTROL VALVE SWITCH.
22. CENTER TANK JETTISON VALVE CONTROL SWITCH.
23. CENTER TANK JETTISON VALVE OPEN LIGHT.





30.02.28.039A

Flight Engineer's Fuel Control Panel - Typical
Figure 204

(16) Drain remaining fuel from fuel tank drain valves using valve operating tool, Accessories Products Co. No. 704400. (See Figure 205.)

(17) Remove grounding equipment from airplane in reverse order of installation; refer to step 2.B(2).

▌3. Refueling-Alternate (Emergency) Overwing Method

A. Equipment Required.

The equipment required for alternate (emergency) overwing refueling is the same as required for pressure refuel-defuel (underwing) procedures with the exception of the fuel truck hose and nozzle. The fuel truck must be equipped with a standard hose incorporating a two-inch fuel nozzle with integral ground wires.

B. Fuel Procedure.

CAUTION: THE AIRPLANE MAY BE REFUELED BY ANY FUELING SEQUENCE THAT ALLOWS AN INBOARD TANK TO BE FUELED EITHER PRIOR TO OR CONCURRENTLY WITH AN OUTBOARD TANK. FUELING IN THIS MANNER WILL ELIMINATE THE POSSIBILITY OF A TAIL TIP DOWN CONDITION CAUSED BY FUELING OUTBOARD TANKS PRIOR TO INBOARD TANKS.

(1) Observe general rules and safety measures as outlined in 1.A.

(2) Ground airplane and fuel truck as outlined in 2.B.(2).

(3) Connect source of external electrical power to airplane (refer to Chapter 24, ELECTRICAL POWER).

(4) Connect interphone communication equipment (refer to Chapter 23, COMMUNICATIONS).

(5) Insert static discharge jumper, attached to fuel nozzle, into grounding receptacle adjacent to fuel filler receptacle; grounding receptacle is marked "GROUND HERE."

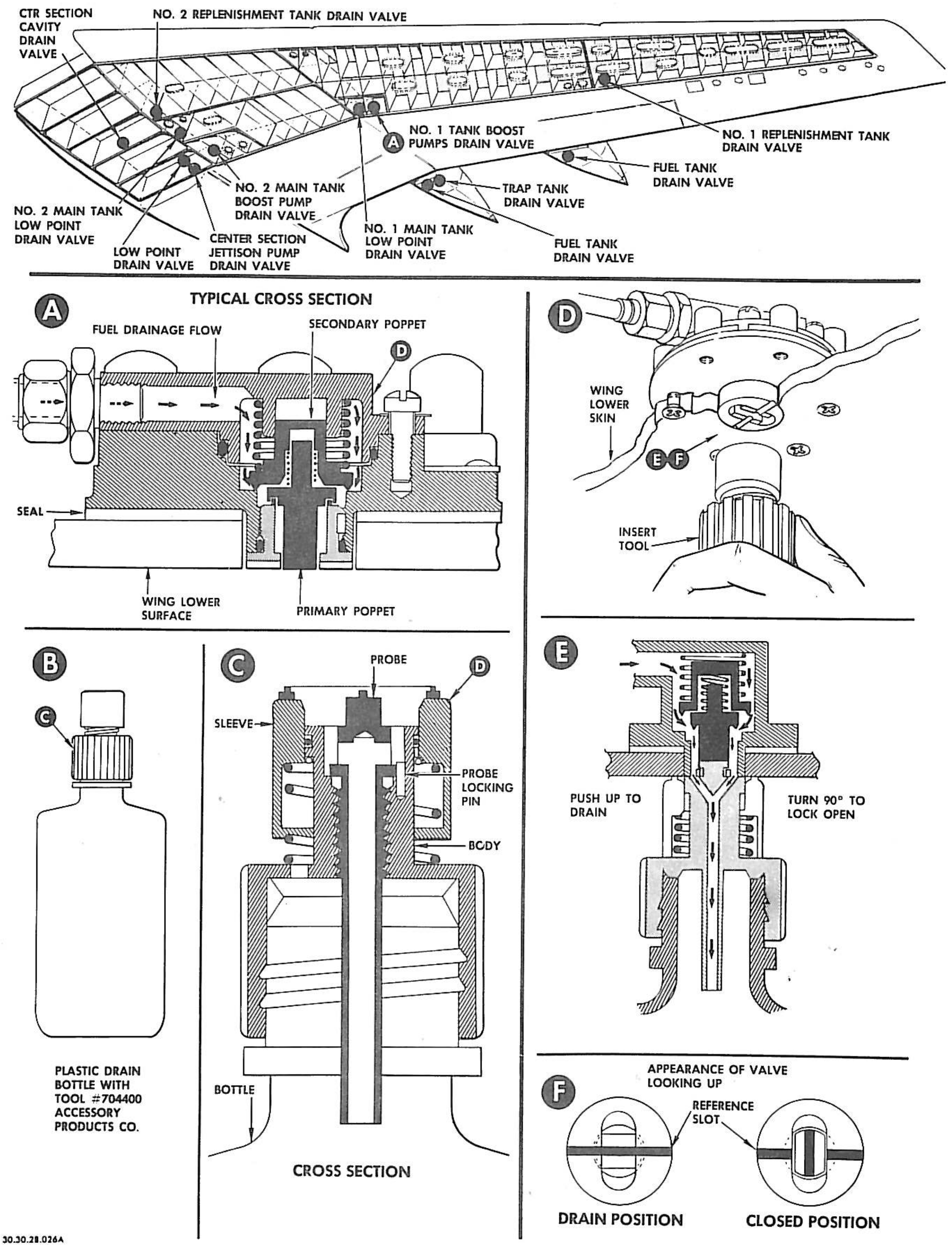
(6) Remove fuel filler receptacle cap and insert fuel nozzle into receptacle.

(7) Close FUEL QTY IND TANK NO. 1, 2, 4 and TANK NO. 3 & TOTAL circuit breakers on main circuit breaker panel.

(8) Start fuel truck pump and establish fuel flow of 200 gpm; refuel tanks as required.

NOTE: If partial refueling is to be accomplished, station servicing personnel at flight engineer's or pylon fuel control panel to read quantity gages.

CAUTION: USE EXTREME CARE TO AVOID SPILLING OR OVERFLOWING FUEL WHEN "TOPPING OFF" TANKS.


CTR SECTION CAVITY DRAIN VALVE
NO. 2 REPLENISHMENT TANK DRAIN VALVE
NO. 1 TANK BOOST PUMPS DRAIN VALVE
A
NO. 1 REPLENISHMENT TANK DRAIN VALVE
FUEL TANK DRAIN VALVE
TRAP TANK DRAIN VALVE
NO. 2 MAIN TANK BOOST PUMP DRAIN VALVE
NO. 2 MAIN TANK LOW POINT DRAIN VALVE
CENTER SECTION JETTISON PUMP DRAIN VALVE
LOW POINT DRAIN VALVE
NO. 1 MAIN TANK LOW POINT DRAIN VALVE
FUEL TANK DRAIN VALVE
A
TYPICAL CROSS SECTION
FUEL DRAINAGE FLOW
SECONDARY POPPET
D
SEAL
WING LOWER SURFACE
PRIMARY POPPET
D
WING LOWER SKIN
E F
INSERT TOOL
B
C
PLASTIC DRAIN BOTTLE WITH TOOL #704400 ACCESSORY PRODUCTS CO.
C
PROBE
D
SLEEVE
PROBE LOCKING PIN
BODY
BOTTLE
CROSS SECTION
E
PUSH UP TO DRAIN
TURN 90° TO LOCK OPEN
F
APPEARANCE OF VALVE LOOKING UP
REFERENCE SLOT
DRAIN POSITION
CLOSED POSITION

30.30.28.026A

Flush Drain Valve - Typical
Figure 205

(9) When refueling is complete, shut off fuel pump on tank truck and reduce fuel pressure to 0 psig.

WARNING: IN STEP (10) FOLLOWING, MAKE SURE THAT FUEL FILLER RECEPTACLE CAP IS PROPERLY INSTALLED BEFORE REMOVING STATIC DISCHARGE JUMPER FROM GROUNDING RECEPTACLE.

(10) Remove fuel nozzle, close and secure fuel filler receptacle cap and remove static discharge jumper from grounding receptacle.

(11) Open circuit breakers closed in step (7).

(12) Remove source of external electrical power from airplane.

(13) Remove interphone communication equipment.

(14) Remove grounding equipment from airplane in reverse order of installation; refer to step 2.B.(2).

FUEL QUANTITY MEASUREMENT - LIQUID SIGHT GAGES

1. Fuel Tank Liquid Sight Gage (Drip Stick) Measurement

A. General.

To use the drip sticks, the airplane must meet one of the following two groundborne attitude conditions:

(1) The airplane must be level laterally (wings level).

(2) The airplane must be 1 degree nose down (fuselage position fore and aft).

For example, if the airplane is level laterally, the degree of nose position (longitudinal) must be determined. The angular inclination may be determined by use of a spirit level applied to the leveling lugs installed in the main wheel well (refer to Chapter 8, LEVELING AND WEIGHING).

Sub-section 12-1-2 is applicable to airplanes CV1 through CV25 and CV35 and ON.

Sub-section 12-1-3 is applicable to airplanes CV26 through CV34.

FUEL TANK DRIP STICK MEASUREMENT TABLES

(This sub-section, 12-1-2, is applicable to airplanes CV1 through CV25 and CV35 and ON.)

1. List of Drip Stick Measurement Tables

TANK (S)	DRIP STICK LOCATION	AIRPLANE ATTITUDE	TABLE
Main Tanks No. 1 and No. 4	inboard	nose down 1 degree	I
Main Tanks No. 1 and No. 4	inboard	wings level	II
Main Tanks No. 1 and No. 4	outboard	nose down 1 degree	III
Main Tanks No. 1 and No. 4	outboard	wings level	IV
Replenishment Tanks No. 1 and No. 4..	inboard	nose down 1 degree	V
Replenishment Tanks No. 1 and No. 4..	inboard	wings level	VI
Replenishment Tanks No. 1 and No. 4..	outboard	nose down 1 degree	VII
Replenishment Tanks No. 1 and No. 4..	outboard	wings level	VIII
Outboard Anti-Shock Body............	--------	nose down 1 degree	IX
Outboard Anti-Shock Body............	--------	wings level	X
Main Tanks No. 2 and No. 3..........	inboard	nose down 1 degree	XI
Main Tanks No. 2 and No. 3..........	inboard	wings level	XII
Main Tanks No. 2 and No. 3..........	outboard	nose down 1 degree	XIII
Main Tanks No. 2 and No. 3..........	outboard	wings level	XIV
Replenishment Tanks No. 2 and No. 3..	inboard	nose down 1 degree	XV
Replenishment Tanks No. 2 and No. 3..	inboard	wings level	XVI
Replenishment Tanks No. 2 and No. 3..	outboard	nose down 1 degree	XVII
Replenishment Tanks No. 2 and No. 3..	outboard	wings level	XVIII
Inboard Anti-Shock Body.............	--------	nose down 1 degree	XIX
Inboard Anti-Shock Body.............	--------	wings level	XX
Fuselage Center Section Tank.........	--------	nose down 1 degree	XXI
Fuselage Center Section Tank.........	--------	wings level	XXII

NOTES:

(1) NS indicates non-stickable or non-recommended reading range.

(2) Drip stick readings in hundreds of pounds.

(3) Amounts shown in TRUE FUEL WEIGHT column based on specific gravity of 6.7 pounds per gallon.

(4) TABLE XXI may only be used when wing attitude of airplane is determined from right-hand wing position.

TABLE I

MAIN TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+ 0°		- 0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	2090	0	2090	N.S.	N.S.	N.S.	N.S.
2710	2680	2680	2510	2450	1	2450	2375	2375	2355	2375
3085	3045	3030	2965	2865	2	2865	2900	2915	2915	3000
3500	3465	3450	3450	3365	3	3365	3465	3530	3585	3715
3940	3935	3915	3940	3915	4	3915	4020	4085	4185	4340
4405	4405	4430	4455	4470	5	4470	4610	4585	4720	4940
4890	4905	4975	4995	5040	6	5040	5190	5255	5370	5695
5390	5410	5535	5545	5645	7	5645	5760	5925	6150	6465
5910	5950	6110	6150	6280	8	6280	6415	6620	6830	7335
6435	6515	6690	6800	7020	9	7020	7085	7340	7565	7805
6970	7100	7250	7435	7705	10	7705	7805	8055	8345	8530
7470	7675	7820	8090	8375	11	8375	8540	8775	9045	9240
7960	8190	8425	8695	8980	12	8980	9240	9485	9730	9985
8425	8660	9040	9270	9565	13	9565	9880	N.S.	N.S.	N.S.
8710	8940	9300	9600	9895	13.6	9895	N.S.	N.S.	N.S.	N.S.

TABLE II

MAIN TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	0	N.S.	N.S.	2090	N.S.	N.S.	N.S.	N.S.
2865	2695	2580	1	2580	2480	2450	2430	2345	2330	2295
3430	3230	3120	2	3120	2985	2865	2850	2760	2730	2680
4020	3850	3670	3	3670	3515	3365	3320	3195	3170	3125
4585	4385	4220	4	4220	4070	3915	3820	3685	3635	3570
5175	4940	4805	5	4805	4640	4470	4340	4205	4125	4035
5830	5615	5440	6	5440	5205	5040	4890	4750	4665	4535
6560	6300	6060	7	6060	5815	5645	5465	5310	5190	5055
7265	6985	6750	8	6750	6500	6280	6080	5890	5725	5595
7925	7675	7385	9	7385	7200	7020	6715	6480	6300	6150
8620	8345	8120	10	8120	7900	7705	7370	7120	6885	6750
9365	9040	8850	11	8850	8605	8375	8045	7755	7520	7305
10070	9745	9550	12	9550	9260	8980	8695	8375	8105	7870
10570	10385	N.S.	13	N.S.	N.S.	9565	9275	8960	8710	8425
N.S.	10655	N.S.	13.6	N.S.	N.S.	9895	N.S.	9290	9030	N.S.

TABLE III

MAIN TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0°	+		-0°	-0.5°	-1.0°	-1.5°	-2.0°
9550	9110	9015	8605	7975	0	7975	7470	6765	6170	5590
9745	9715	9485	9070	8630	1	8630	8105	7435	6850	6200
10285	10130	9895	9550	9200	2	9200	8740	8105	7505	6865
10615	10490	10305	10050	9745	3	9745	9350	8760	8120	7550
10900	10785	10670	10520	10250	4	10250	9910	9430	8740	8090
11155	11055	10990	10885	10700	5	10700	10435	10050	9410	8745
11385	11290	11250	11190	11055	6	11055	10875	10580	10150	9430
N.S.	N.S.	N.S.	11420	11375	7	11375	11220	11055	10735	10130
N.S.	N.S.	N.S.	N.S.	N.S.	8	N.S.	N.S.	11420	11190	10890
N.S.	N.S.	N.S.	N.S.	N.S.	9	N.S.	N.S.	N.S.	N.S.	11380

TABLE IV

MAIN TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
5980	6670	7035	0	7035	7535	7975	8475	8860	9275	9485
6595	7150	7625	1	7625	8105	8630	9040	9445	9715	9930
7205	7715	8210	2	8210	8695	9200	9580	9905	10140	10350
7840	8345	8810	3	8810	9300	9745	10080	10355	10540	10720
8460	8980	9430	4	9430	9880	10250	10540	10735	10885	11025
9075	9600	10060	5	10060	10415	10700	10920	11060	11175	11270
9665	10150	10565	6	10565	10860	11055	11220	11340	11415	N.S.
10245	10690	11005	7	11005	11220	11375	11440	N.S.	N.S.	N.S.
10850	11160	11400	8	11400	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	9	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE V

REPLENSIHMENT TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	200	0	200	N.S.	N.S.	N.S.	N.S
N.S.	N.S.	240	225	270	1	270	305	320	350	420
320	335	350	385	400	2	400	420	470	530	620
420	450	470	530	565	3	565	590	655	750	865
520	570	620	695	740	4	740	790	870	1005	1160
685	735	805	855	940	5	940	1005	1140	1310	1490
845	905	1000	1055	1140	6	1140	1275	1440	1645	1840
1035	1140	1200	1275	1390	7	1390	1535	1740	1995	2230
N.S.	N.S.	1440	1535	1705	8	1705	1840	2070	2345	2745
N.S.	N.S.	1670	N.S.	N.S.	9	N.S.	N.S.	N.S.	2745	N.S.

TABLE VI

REPLENSIHMENT TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	0	N.S.	N.S.	200	N.S.	N.S.	N.S.	N.S.
320	305	305	1	305	365	270	300	285	270	270
450	420	400	2	400	470	400	395	385	365	375
640	565	565	3	565	605	565	525	510	500	495
835	785	750	4	750	770	740	700	670	665	640
1100	1005	990	5	990	975	940	895	870	835	820
1390	1310	1260	6	1260	1200	1140	1120	1085	1055	1020
1705	1610	1535	7	1535	1470	1390	1370	1310	1275	1240
2045	1945	1855	8	1855	1740	1705	1645	1555	1505	1475
2410	2295	2190	9	2190	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE VII

REPLENISHMENT TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		−0°	−0.5°	−1.0°	−1.5°	−2.0°
N.S.	N.S.	N.S.	N.S.	1340	0	1340	N.S.	N.S.	N.S.	N.S.
1660	1610	1535	1555	1525	1	1525	1505	1490	N.S.	N.S.
1830	1825	1810	1825	1775	2	1775	1770	1725	1790	1825
2035	2040	2075	2090	2040	3	2040	2075	2010	2160	2210
2260	2280	2315	2360	2375	4	2375	2395	2360	2540	2650
2525	2512	2530	2630	2680	5	2680	2745	2785	2935	3080
N.S.	N.S.	2760	2900	2985	6	2985	3095	N.S.	3365	3530
N.S.	N.S.	2880	N.S.	N.S.	6.6	N.S.	N.S.	N.S.	3670	N.S.

TABLE VIII

REPLENISHMENT TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	0	N.S.	N.S.	1340	N.S.	N.S.	N.S.	N.S.
1675	1645	1595	1	1595	1550	1525	1490	1405	1440	1455
2010	1945	1890	2	1890	1840	1775	1775	1740	1675	1675
2375	2295	2205	3	2205	2145	2040	2040	2040	1945	1905
2760	2650	2530	4	2530	2460	2375	2340	2345	2195	2145
3150	3015	2865	5	2865	2760	2680	2615	2600	2445	2395
3515	3400	3205	6	3205	3065	2985	2880	2820	N.S.	N.S.
3735	3635	3415	6.6	3415	N.S.	N.S.	3030	2935	N.S.	N.S.

TABLE IX

OUTBOARD ANTI-SHOCK BODY TANK
(RIGHT AND LEFT WINGS)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	125	0	125	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	N.S.	180	1	180	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	240	240	2	240	N.S.	N.S.	N.S.	N.S.
330	320	320	320	320	3	320	335	N.S.	N.S.	N.S.
410	405	400	400	400	4	400	405	385	385	385
505	500	495	495	495	5	495	505	485	475	485
610	605	600	600	600	6	600	600	585	580	585
725	720	715	710	715	7	715	720	705	695	705
845	840	835	825	835	8	835	845	825	825	830
985	980	975	965	970	9	970	970	955	955	960
1120	1110	1105	1100	1105	10	1105	1115	1100	1100	1105
1270	1265	1255	1250	1250	11	1250	1260	1250	1250	1255
1420	1410	1405	1400	1395	12	1395	1405	1400	1400	1400
1590	1585	1580	1575	1565	13	1565	1575	1565	1565	1560
1755	1750	1745	1740	1725	14	1725	1740	1740	1745	1740
1930	1920	1915	1910	1900	15	1900	1920	1910	1910	1910
2100	2090	2085	2085	2075	16	2075	2085	2075	2075	2070
2280	2265	2260	2255	2250	17	2250	2255	2255	2255	2250
2435	2435	2430	2420	2415	18	2415	2425	2430	2430	2420
2605	2600	2600	2595	2595	19	2595	2590	2590	2590	2590
2770	2760	2755	2750	2750	20	2750	2750	2745	2740	2750
2925	2910	2905	2900	2900	21	2900	2900	2895	2890	2895
3060	3045	3045	3040	3035	22	3035	3040	3040	3030	3035
3195	3175	3175	3175	3170	23	3170	3175	3175	3165	3170
3330	3305	3300	3300	3290	24	3290	3300	3300	3290	3290
N.S.	N.S.	N.S.	N.S.	N.S.	25	N.S.	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	N.S.	N.S.	26	N.S.	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	N.S.	N.S.	26.6	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE X

OUTBOARD ANTI-SHOCK BODY TANK
(RIGHT AND LEFT WING)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	0	N.S.	N.S.	125	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	1	N.S.	N.S.	180	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	2	N.S.	N.S.	240	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	3	N.S.	295	320	340	370	375	405
350	350	360	4	360	375	400	425	465	485	515
415	420	450	5	450	465	495	530	560	600	655
495	510	535	6	535	560	600	645	685	725	775
585	600	645	7	645	670	715	765	810	855	920
695	715	750	8	750	800	835	885	945	1005	1070
805	830	875	9	875	925	970	1025	1085	1160	1240
925	960	1005	10	1005	1055	1105	1185	1250	1335	1400
1050	1090	1140	11	1140	1205	1250	1340	1400	1500	1595
1185	1230	1285	12	1285	1355	1395	1495	1575	1675	1765
1325	1375	1425	13	1425	1510	1565	1660	1745	1855	1945
1475	1525	1590	14	1590	1670	1725	1835	1930	2030	2130
1615	1675	1745	15	1745	1835	1900	2010	2100	2210	2305
1770	1825	1910	16	1910	1995	2075	2185	2280	2385	2475
1920	1985	2070	17	2070	2160	2250	2350	2455	2545	2630
2075	2145	2225	18	2225	2325	2415	2525	2615	2705	2790
2225	2305	2385	19	2385	2475	2595	2680	2775	2855	2930
2385	2465	2550	20	2550	2655	2750	2830	2925	2995	3060
2540	2620	2725	21	2725	2810	2900	2975	3055	3125	3185
2695	2780	2875	22	2875	2960	3035	3115	3185	3240	3300
2840	2935	3020	23	3020	3100	3170	3240	3310	3350	N.S.
2990	3080	3165	24	3165	3235	3290	3370	N.S.	N.S.	N.S.
3135	3215	3300	25	3300	3365	N.S.	N.S.	N.S.	N.S.	N.S.
3270	3345	N.S.	26	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.
3370	N.S.	N.S.	26.6	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE XI

MAIN TANKS NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		− 0°	−0.5°	−1.0°	−1.5°	−2.0°
1275	1240	1235	1205	1140	0	1140	1140	1045	1005	965
1475	1440	1405	1375	1340	1	1340	1340	1235	1205	1175
1710	1675	1640	1610	1575	2	1575	1545	1475	1470	1440
1970	1940	1875	1845	1845	3	1845	1825	1710	1710	1725
2245	2245	2150	2150	2110	4	2110	2110	2070	2050	2045
2545	2540	2475	2450	2445	5	2445	2445	2405	2395	2400
2915	2870	2815	2815	2780	6	2780	2780	2750	2780	2750
3250	3240	3185	3185	3185	7	3185	3185	3185	3185	3185
3620	3620	3580	3585	3580	8	3580	3585	3620	3600	3625
4010	4020	4015	4025	4020	9	4020	4030	4085	4055	4090
4415	4455	4420	4455	4450	10	4450	4490	4555	4520	4620
4825	4860	4860	4925	4925	11	4925	4975	5055	5030	5160
5290	5355	5360	5390	5350	12	5350	5495	5590	5620	5730
5730	5795	5830	5900	5930	13	5930	6035	6100	6170	6300
6230	6300	6365	6430	6465	14	6465	6600	6690	6800	6900
6730	6800	6840	6965	7035	15	7035	7175	7270	7405	7505
7235	7370	7380	7505	7610	16	7610	7805	7900	8075	8140
7770	7875	7940	8105	8210	17	8210	8410	8515	8710	8780
8340	8440	8510	8710	8850	18	8850	9080	9185	9415	9450
8910	9045	9145	9315	9480	19	9480	9715	9885	10085	10180
9515	9680	9780	9985	10150	20	10150	10385	10580	10730	10890
10150	10315	10400	10655	10820	21	10820	11055	11255	11400	11565
10785	10955	11090	11325	11490	22	11490	11725	11960	12095	12295
11420	11625	11765	12000	12190	23	12190	12400	12630	12765	12965
12065	12230	12460	12640	12900	24	12900	13075	13330	13435	13675
12730	12925	13130	13300	13590	25	13590	13770	14005	14145	14370
13395	13600	13805	13980	14300	26	14300	14470	14670	14875	15040
14030	14270	14470	14640	14975	27	14975	15175	15310	15550	15710
N.S.	N.S.	15125	15310	15645	28	15645	15850	15980	N.S.	N.S.

TABLE XII

MAIN TANKS NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
1010	1040	970	0	970	1135	1140	1205	1220	1275	1340
1220	1215	1200	1	1200	1380	1340	1405	1440	1510	1575
1440	1440	1470	2	1470	1615	1575	1640	1685	1740	1845
1680	1680	1735	3	1735	1900	1845	1910	1950	2020	2120
1945	1950	2020	4	2020	2145	2110	2210	2275	2345	2470
2255	2280	2345	5	2345	2445	2445	2540	2610	2680	2780
2580	2620	2685	6	2685	2750	2780	2880	2950	3050	3150
2945	2980	3035	7	3035	3115	3185	3250	3350	3420	3550
3315	3400	3450	8	3450	3545	3580	3655	3755	3850	3955
3720	3825	3850	9	3850	3955	4020	4090	4220	4290	4390
4190	4290	4320	10	4320	4390	4450	4555	4685	4755	4825
4630	4725	4765	11	4765	4860	4925	5030	5125	5225	5290
5125	5225	5260	12	5260	5360	5440	5525	5630	5730	5830
5630	5705	5760	13	5760	5865	5990	6035	6160	6230	6330
6165	6255	6300	14	6300	6400	6465	6590	6700	6740	6900
6700	6800	6835	15	6835	6995	7035	7165	7235	7405	7440
7300	7375	7435	16	7435	7540	7610	7740	7840	7905	8040
7905	8005	8040	17	8040	8140	8210	8340	8435	8475	8640
8515	8605	8650	18	8650	8740	8850	8980	9080	9110	9240
9175	9210	9280	19	9280	9385	9480	9585	9720	9725	10230
9850	9935	9950	20	9950	10050	10150	10244	10390	10390	10890
10555	10585	10620	21	10620	10725	10820	10890	11055	11090	11560
11225	11285	11325	22	11325	11390	11490	11540	11725	11760	11900
11895	11955	12060	23	12060	12090	12190	12200	12405	12420	12580
12580	12630	12730	24	12730	12760	12900	12900	13095	13105	13230
13230	13300	13405	25	13405	13420	13590	13570	13745	13800	13900
13885	13960	14075	26	14075	14100	14300	14270	14440	14470	14605
14540	14630	14735	27	14735	14770	14975	14975	15105	15140	15290
15175	15290	15310	28	15310	15420	15645	15710	15780	15810	15910

TABLE XIII

MAIN TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
12330	11925	11490	11055	10520	0	10520	10250	9650	9380	8945
13000	12530	12160	11690	11255	1	11255	10890	10350	10050	9580
13670	13130	12795	12330	11925	2	11925	11560	11055	10725	10220
14305	13770	13465	13030	12630	3	12630	12230	11735	11425	10855
15240	14470	14095	13670	13300	4	13300	12900	12430	12095	11525
15475	15140	14790	14370	13970	5	13970	13600	13130	12795	12230
16070	15745	15410	15010	14675	6	14675	14270	13800	13435	12965
16580	16315	16015	15680	15310	7	15310	14905	14470	14135	13690
17085	16850	16600	16380	15955	8	15955	15610	15140	14805	14340
17555	17365	17135	16830	16550	9	16550	16215	15745	15475	15015
17855	17790	17620	17380	17085	10	17085	16820	16415	16115	15745
18325	18190	18025	17855	17655	11	17655	17385	17020	16750	16400
18625	18525	18425	18290	18125	12	18125	17890	17620	17420	17020
18930	18825	18760	18660	18560	13	18560	18425	18155	17855	17620
19145	19095	19030	18960	18895	14	18895	18825	18625	18460	18155
19375	19325	19265	19230	19230	15	19230	19160	19030	18930	18695
N.S.	N.S.	19465	19430	N.S.	16	N.S.	19430	19365	19295	19130
N.S.	N.S.	N.S.	N.S.	N.S.	17	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE XIV

MAIN TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
9380	9715	10000	0	10000	10285	10520	10820	11225	11560	11760
10040	10350	10620	1	10620	10955	11255	11525	11895	12230	12565
10655	11055	11255	2	11255	11625	11925	12160	12565	12865	13300
11325	11685	11925	3	11925	12295	12630	12795	13265	13535	14005
11975	12360	12595	4	12595	12965	13300	13500	14005	14240	14675
12665	13030	13300	5	13300	13635	13970	14205	14705	14910	15345
13335	13700	13970	6	13970	14270	14675	14910	15375	15580	15945
14005	14370	14640	7	14640	14940	15310	15580	16015	16215	16515
14640	14940	15310	8	15310	15545	15955	16250	16585	16750	17080
15245	15580	15940	9	15940	16180	16550	16850	17120	17320	17590
15845	16115	16515	10	16515	16785	17085	17420	17655	17790	18025
16420	16750	17085	11	17085	17385	17655	17925	18090	18225	18425
16985	17385	17590	12	17590	17925	18125	18360	18490	18595	18760
17755	18060	18155	13	18155	18425	18560	18760	18860	18900	19060
18750	18760	18955	14	18955	18860	18895	19075	19130	19160	19265
19090	19195	19225	15	19225	19200	19230	19330	19390	19390	19430
N.S.	19425	19395	16	19395	19440	N.S.	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	17	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE XV

REPLENSIHMENT TANKS NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
2745	2740	2690	2680	2670	0	2670	2645	2580	2580	2550
3050	3115	3050	3015	3015	1	3015	3015	2950	2950	2950
3415	3450	3420	3360	3385	2	3385	3385	3350	3350	3385
3785	3820	3815	3780	3795	3	3795	3785	3785	3785	3850
4185	4225	4225	4220	4250	4	4250	4225	4255	4385	4355
4590	4625	4655	4650	4690	5	4690	4690	4725	4790	4855
5025	5030	5065	5115	5155	6	5155	5165	5260	5300	5365
5460	5465	5525	5595	5650	7	5650	5695	5795	5860	5930
5936	5930	6030	6065	6160	8	6160	6195	6365	6430	6530
6430	6400	6530	6600	6665	9	6665	6770	6935	6700	7135
6935	6935	7065	7145	7210	10	7210	7365	7505	7640	7740
7440	7475	7605	7710	7805	11	7805	7940	8110	8275	8375
7970	8045	8165	8310	8410	12	8410	8580	8745	8945	9045
8505	8610	8740	8920	9030	13	9030	9210	9415	9585	9750
9080	9240	9345	9545	9650	14	9650	9820	10050	10215	10420
9680	9815	9950	10155	10285	15	10285	10485	10720	10885	11060
10285	10420	10600	10820	10955	16	10955	11155	11355	11555	11725
10885	11055	11220	11460	11625	17	11625	11825	12010	12225	12400
11520	11685	11855	12130	12325	18	12325	12495	12665	12900	13070
12130	12330	12495	12765	13000	19	13000	13165	13335	13565	13770
12795	12965	13160	13435	13675	20	13675	13840	14010	14305	13440
13435	13635	13800	14080	14310	21	14310	14535	14650	14975	15140
14070	14305	14440	14750	14975	22	14975	15240	15345	15650	15845
14705	14975	15105	15410	15600	23	15600	15910	16030	16350	16520
15310	15575	15745	16075	16245	24	16245	16580	16750	17015	17230
15910	16180	16400	16715	16850	25	16850	17215	17420	17585	17790
16515	16750	17050	17300	17485	26	17485	17790	18300	18155	18255

TABLE XVI

REPLENSIHMENT TANKS NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
3350	3250	3025	0	3025	2915	2670	2550	2380	2350	2175
3725	3615	3385	1	3385	3220	3015	2845	2680	2615	2454
4120	4010	3785	2	3785	3585	3385	3180	3050	2915	2780
4590	4420	4255	3	4255	3955	3795	3555	3450	3250	3125
5060	4895	4690	4	4690	4390	4250	3985	3850	3645	3515
5565	5385	5060	5	5060	4820	4690	4420	4290	4055	3920
6130	5900	5660	6	5660	5325	5155	4895	4725	4490	4350
6590	6430	6165	7	6165	5860	5650	5360	5190	4960	4780
7270	7000	6710	8	6710	6400	6160	5900	5695	5460	5235
7835	7575	7270	9	7270	6935	6665	6420	6195	5940	5730
8475	8170	7835	10	7835	7535	7210	7000	6735	6490	6240
9080	8775	8410	11	8410	8105	7805	7575	7270	7035	6760
9715	9410	9045	12	9045	8710	8410	8170	7870	7600	7330
10350	10045	9655	13	9655	9350	9030	8810	8440	8145	7905
10990	10685	10290	14	10290	9985	9650	9420	9080	8770	8500
11625	11325	10955	15	10955	10620	10285	10085	9710	9380	9110
12325	12000	11625	16	11625	11280	10955	10720	10350	9985	9720
12965	12660	12265	17	12265	11930	11625	11360	10985	10655	10350
13640	13365	12935	18	12935	12600	12325	12025	11665	11325	10965
14305	14035	13630	19	13630	13270	13000	12665	12330	11960	11620
14970	14680	14305	20	14305	14005	13675	13335	12990	12630	11260
15575	15445	14980	21	14980	14705	14310	14005	13635	13300	12895
16245	16015	15645	22	15645	15350	14975	14675	14305	13970	13565
16850	16640	16245	23	16245	15980	15600	15345	14975	14630	14235
17355	17185	16850	24	16850	16620	16245	16015	15620	15290	14945
17755	17655	17385	25	17385	17185	16850	16685	16285	15920	15635
18090	18055	17920	26	17920	17720	17485	17385	16955	16590	16310

TABLE XVII

REPLENISHMENT TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
13270	12900	12395	12025	11380	0	11380	11185	10720	10350	9950
13940	13565	13100	12690	12060	1	12060	11825	11400	10955	10620
14580	14200	13770	13340	12770	2	12770	12495	12095	11650	11260
15205	14840	13440	14000	13500	3	13500	13165	12765	12330	11930
15780	15445	15075	14640	14205	4	14205	13835	13460	13030	12625
16315	16045	15710	15310	14905	5	14905	14505	14105	13705	13300
16820	16580	16310	15920	15575	6	15575	15205	14775	14375	14035
17320	17090	16850	16515	16190	7	16190	15910	15445	15075	14705
17755	17585	17385	17075	16790	8	16790	16535	16080	15750	15345
18150	18055	17815	17585	17355	9	17355	17185	16750	16415	16015
18490	18460	18220	18085	17885	10	17885	17750	17390	17020	16650
18925	18810	18635	18490	18385	11	18385	18190	17920	17625	17290
19260	19130	18995	18860	18760	12	18760	18660	18425	18155	17855
19500	19465	19360	19225	19125	13	19125	19060	18850	18660	18375
N.S.	N.S.	N.S.	19530	19430	14	19430	19435	19300	19095	18890
N.S.	N.S.	N.S.	N.S.	N.S.	15	N.S.	N.S.	N.S.	19465	19320
N.S.	N.S.	N.S.	N.S.	N.S.	16	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE XVIII

REPLENISHMENT TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
11120	11260	11290	0	11290	11425	11380	11760	11825	11990	12095
11730	11865	11960	1	11960	12160	12060	12460	12525	12660	12830
12395	12495	12655	2	12655	12830	12770	13165	13230	13335	13565
13060	13165	13335	3	13335	13530	13500	13835	13940	14005	14235
13700	13835	14050	4	14050	14200	14205	14475	14610	14645	14905
14335	14535	14675	5	14675	14870	14905	15110	15240	15310	15510
14945	15205	15310	6	15310	15510	15575	15780	15875	15910	16115
15575	15845	15910	7	15910	16090	16190	16375	16450	16480	16715
16180	16455	16510	8	16510	16685	16790	16955	17015	17050	17230
16780	17050	17050	9	17050	17220	17355	17520	17520	17585	17720
17290	17520	17550	10	17550	17750	17885	17990	18025	18055	18155
17720	17960	18030	11	18030	18190	18385	18430	18460	18485	18530
18125	18360	18460	12	18460	18630	18760	18820	18830	18860	18890
18525	18725	18895	13	18895	19060	19125	19195	19195	19195	19195
18885	19095	19305	14	19305	19465	19430	19490	19490	19495	19470
19260	19430	N.S.	15	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	16	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE XIX

INBOARD ANTI-SHOCK BODY
(RIGHT AND LEFT WING)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	85	0	85	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	N.S.	125	1	125	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	170	170	2	170	170	165	N.S.	N.S.
235	235	225	220	220	3	220	220	220	215	215
300	300	290	280	280	4	280	280	280	275	275
370	370	365	350	350	5	350	350	345	340	340
455	450	445	430	430	6	430	430	425	420	415
535	530	525	515	515	7	515	510	505	505	495
630	625	615	605	605	8	605	600	595	595	590
725	725	720	705	700	9	700	700	690	695	680
830	830	820	805	805	10	805	805	795	795	780
940	940	935	920	920	11	920	930	910	910	895
1060	1065	1045	1030	1035	12	1035	1040	1020	1020	1000
1175	1175	1165	1140	1155	13	1155	1155	1140	1140	1120
1300	1305	1285	1265	1275	14	1275	1275	1260	1260	1240
1425	1425	1415	1395	1400	15	1400	1400	1390	1385	1365
1555	1550	1545	1530	1520	16	1520	1525	1525	1520	1500
1680	1675	1675	1655	1640	17	1640	1650	1650	1635	1625
1800	1790	1795	1775	1760	18	1760	1775	1770	1755	1750
1910	1900	1905	1885	1875	19	1875	1890	1885	1870	1870
2025	2010	2015	2000	1990	20	1990	2000	1995	1985	1985
2130	2115	2125	2110	2095	21	2095	2110	2100	2090	2090
2230	2215	2225	2205	2205	22	2205	2210	2200	2195	2195
2330	2315	2315	2300	2300	23	2300	2315	2300	2295	2295
N.S.	N.S.	N.S.	N.S.	N.S.	24	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE XX

INBOARD ANTI-SHOCK BODY TANK
(RIGHT AND LEFT WING)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	0	N.S.	N.S.	85	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	1	N.S.	N.S.	125	N.S.	N.S.	N.S.	N.S.
N.S.	150	155	2	155	160	170	180	N.S.	N.S.	N.S.
190	200	205	3	205	215	220	240	225	270	290
245	255	265	4	265	275	280	310	330	345	370
300	315	330	5	330	345	350	380	400	430	455
365	380	400	6	400	420	430	455	485	520	545
440	455	470	7	470	500	515	545	575	615	650
515	530	555	8	555	590	605	640	680	720	765
595	620	645	9	645	680	700	740	785	830	890
685	705	740	10	740	790	805	850	905	940	1015
780	810	845	11	845	890	920	965	1025	1060	1130
880	915	955	12	955	1000	1035	1080	1155	1185	1250
985	1020	1065	13	1065	1115	1155	1205	1275	1310	1380
1095	1130	1180	14	1180	1230	1275	1340	1400	1440	1505
1205	1245	1300	15	1300	1350	1400	1465	1520	1570	1625
1320	1365	1430	16	1430	1475	1520	1595	1640	1695	1745
1445	1490	1550	17	1550	1600	1640	1715	1750	1810	1860
1570	1615	1670	18	1670	1725	1760	1830	1870	1925	1965
1690	1735	1786	19	1786	1840	1875	1945	1985	2035	2075
1810	1855	1910	20	1910	1955	1990	2050	2090	2135	2200
1920	1965	2010	21	2010	2065	2095	2155	2195	2240	2280
2025	2070	2120	22	2120	2170	2205	2255	2295	2330	2370
2130	2175	2220	23	2220	2265	2300	2345	N.S.	N.S.	N.S.
2230	2275	2315	24	2315	2360	N.S.	N.S.	N.S.	N.S.	N.S.
2325	2380	N.S.	25	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	26	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.	N.S.

TABLE XXI

FUSELAGE CENTER SECTION TANK
(RIGHT-HAND WING ONLY)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN POUNDS (HIGH WING)					DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	435	0	435	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	540	670	1	670	840	970	1275	1575
N.S.	N.S.	670	870	1040	2	1040	1250	1440	1800	2040
680	845	1040	1240	1450	3	1450	1710	1945	2255	2515
1040	1240	1440	1675	1910	4	1910	2215	2475	2785	3055
1440	1680	1910	2145	2415	5	2415	2720	3015	3350	3625
1910	2175	2400	2675	2950	6	2950	3250	3595	3920	4225
2380	2680	2945	3215	3515	7	3515	3855	4185	4525	4820
2915	3245	3485	3785	4120	8	4120	4425	4790	5125	5430
3485	3810	4085	4390	4725	9	4725	5020	5430	5735	6065
4090	4395	4725	5060	5360	10	5360	5630	6070	6400	6735
4725	5025	5360	5695	6000	11	6000	6275	6765	7100	7410
5360	5660	6030	6330	6665	12	6665	6935	7435	7770	8140
6000	6330	6700	7000	7370	13	7370	7645	8140	8505	8815
6700	7000	7370	7685	8050	14	8050	8385	8840	9245	9545
7340	7705	8075	8385	8810	15	8810	9150	9590	9980	10285
8010	8385	8745	9105	9520	16	9520	9920	10320	10690	11020
8745	9105	9475	9840	10275	17	10275	10660	11055	11420	11760
9415	9845	10180	10635	10990	18	10990	11390	11790	12125	12525
10140	10550	10925	11320	11715	19	11715	12090	12495	12830	13270
10925	11320	11625	12095	12435	20	12435	12810	13235	13565	14005
11660	12060	12395	12765	13130	21	13130	13530	13940	14305	14720
12405	12790	13100	13500	13840	22	13840	14235	14675	15040	15430
13135	13500	13860	14200	14570	23	14570	14975	15375	15750	16145
13870	14240	14570	14945	15310	24	15310	15685	16080	16450	16850
14610	14975	15310	15675	16045	25	16045	16380	16790	17185	17550
15310	15705	16045	16420	16720	26	16720	17115	17490	17865	18255
16040	16380	16755	17185	17460	27	17460	17790	18215	18560	18930
16750	17085	17455	17885	18190	28	18190	18460	18930	19225	19560
17430	17755	18155	18590	18930	29	18930	19160	19540	19865	20130
18100	18425	18820	19220	19555	30	19555	19800	20140	20400	20600
18770	19095	19465	19825	20135	31	20135	20370	20665	20840	21040
19430	19730	20105	20370	20630	32	20630	20840	21105	N.S.	N.S.

TABLE XXII

FUSELAGE CENTER SECTION TANK
AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN POUNDS (NOSE UP)			DRIP STICK READING IN INCHES	TRUE FUEL WEIGHT IN POUNDS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	0	N.S.	N.S.	435	N.S.	N.S.	N.S.	N.S.
1340	940	875	1	875	805	670	775	N.S.	N.S.	N.S.
1765	1380	1305	2	1305	1210	1040	1015	770	605	N.S.
2140	1875	1740	3	1740	1615	1450	1330	1170	970	875
2580	2380	2240	4	2240	2080	1910	1740	1640	1440	1340
3050	2890	2715	5	2715	2580	2415	2280	2510	1980	1880
3555	3415	3250	6	3250	3115	2950	2810	2715	2570	2455
4055	3955	3795	7	3795	3655	3515	3385	3285	3180	3050
4655	4525	4390	8	4390	4255	4120	3985	3870	3785	3715
5190	5125	4960	9	4960	4825	4725	4630	4540	4425	4385
5765	5730	5565	10	5565	5460	5360	5260	5200	5125	5060
6370	6330	6200	11	6200	6090	6000	5960	5860	5795	5760
7000	6935	6835	12	6835	6735	6665	6630	6530	6490	6465
7670	7605	7480	13	7480	7405	7370	7305	7200	7200	7200
8300	8245	8170	14	8170	8100	8050	8040	7985	7975	7940
8945	8945	8875	15	8875	8810	8810	8715	8715	8700	8650
9650	9655	9615	16	9615	9510	9520	9415	9445	9415	9380
10375	10375	10320	17	10320	10255	10275	10150	10180	10120	10085
11085	11075	11090	18	11090	10990	10990	10850	10885	10840	10790
11795	11760	11825	19	11825	11700	11715	11635	11655	11555	11520
12545	12500	12530	20	12530	12425	12435	12295	12360	12295	12295
13270	13350	13270	21	13270	13185	13130	13030	13065	13065	13000
14030	14035	14000	22	14000	13940	13840	13765	13800	13770	13725
14740	14775	14730	23	14730	14675	14570	14445	14535	14505	14440
15475	15510	15445	24	15445	15415	15310	15240	15270	15215	15175
16210	16180	16170	25	16170	16145	16045	16000	15980	15940	15910
16915	16850	16820	26	16820	16840	16720	16750	16750	16660	16620
17550	17485	17520	27	17520	17525	17460	17455	17440	17385	17320
18190	18160	18200	28	18200	18255	18190	18160	18155	18090	18060
18760	18795	18865	29	18865	18895	18930	18860	18860	18765	18760
19300	19395	19500	30	19500	19520	19555	19530	19500	19440	19465
19765	19895	20030	31	20030	20105	20135	20150	20160	20110	20135
20200	20370	20500	32	20500	20610	20630	20770	20770	20770	20835

FUEL TANK DRIP STICK MEASUREMENT TABLES

(This sub-section, 12-1-3, is applicable to airplanes CV26 through CV34.)

1. List of Drip Stick Measurement Tables

TANK (S)	DRIP STICK LOCATION	AIRPLANE ATTITUDE	TABLE
Main Tanks No. 1 and No. 4...........	inboard	nose down 1 degree	I
Main Tanks No. 1 and No. 4...........	inboard	wings level	II
Main Tanks No. 1 and No. 4...........	outboard	nose down 1 degree	III
Main Tanks No. 1 and No. 4...........	outboard	wings level	IV
Replenishment Tanks No. 1 and No. 4..	inboard	nose down 1 degree	V
Replenishment Tanks No. 1 and No. 4..	inboard	wings level	VI
Replenishment Tanks No. 1 and No. 4..	outboard	nose down 1 degree	VII
Replenishment Tanks No. 1 and No. 4..	outboard	wings level	VIII
Outboard Anti-Shock Body Tank........	--------	nose down 1 degree	IX
Outboard Anti-Shock Body Tank........	--------	wings level	X
Main Tanks No. 2 and No. 3...........	inboard	nose down 1 degree	XI
Main Tanks No. 2 and No. 3...........	inboard	wings level	XII
Main Tanks No. 2 and No. 3...........	outboard	nose down 1 degree	XIII
Main Tanks No. 2 and No. 3...........	outboard	wings level	XIV
Replenishment Tanks No. 2 and No. 3..	inboard	nose down 1 degree	XV
Replenishment Tanks No. 2 and No. 3..	inboard	wings level	XVI
Replenishment Tanks No. 2 and No. 3..	outboard	nose down 1 degree	XVII
Replenishment Tanks No. 2 and No. 3..	outboard	wings level	XVIII
Inboard Anti-Shock Body Tank.........	--------	nose down 1 degree	XIX
Inboard Anti-Shock Body Tank.........	--------	wings level	XX
Fuselage Center Section Tank.........	--------	nose down 1 degree	XXI
Fuselage Center Section Tank.........	--------	wings level	XXII

NOTES:

(1) NS indicates non-stickable or non-recommended reading range.

(2) Drip stick readings in metric tons.

(3) Amount shown in TRUE FUEL WEIGHT columns based on specific gravity of 0.79 kilograms per liter.

(4) TABLE XXI may only be used when longitudinal attitude of airplane determined by right-hand wing position.

TABLE I

MAIN TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	−0.5°	−1.0°	−1.5°	−2.0°
1.13	1.11	1.13	1.01	1.00	1.0	1.00	.93	.95	.95	.94
1.23	1.21	1.21	1.13	1.10	1.1	1.10	1.07	1.07	1.07	1.09
1.34	1.30	1.30	1.25	1.20	1.2	1.20	1.21	1.21	1.21	1.24
1.41	1.39	1.38	1.35	1.30	1.3	1.30	1.31	1.30	1.31	1.32
1.49	1.47	1.46	1.45	1.40	1.4	1.40	1.43	1.40	1.45	1.50
1.56	1.56	1.54	1.54	1.50	1.5	1.50	1.54	1.56	1.60	1.65
1.64	1.63	1.62	1.63	1.60	1.6	1.60	1.64	1.67	1.70	1.76
1.72	1.71	1.71	1.72	1.70	1.7	1.70	1.74	1.78	1.82	1.88
1.80	1.80	1.80	1.80	1.80	1.8	1.80	1.85	1.88	1.92	1.98
1.89	1.89	1.89	1.90	1.90	1.9	1.90	1.95	1.97	2.02	2.08
1.96	1.96	1.97	1.98	2.00	2.0	2.00	2.05	2.05	2.10	2.20
2.04	2.04	2.06	2.08	2.10	2.1	2.10	2.15	2.14	2.20	2.32
2.14	2.14	2.16	2.18	2.20	2.2	2.20	2.25	2.26	2.32	2.44
2.23	2.23	2.26	2.28	2.30	2.3	2.30	2.36	2.40	2.46	2.60
2.32	2.33	2.37	2.38	2.40	2.4	2.40	2.45	2.52	2.60	2.75
2.40	2.41	2.45	2.46	2.50	2.5	2.50	2.55	2.62	2.74	2.86
2.47	2.49	2.50	2.55	2.60	2.6	2.60	2.65	2.73	2.82	2.93
2.56	2.56	2.62	2.64	2.70	2.7	2.70	2.75	2.83	2.93	3.08
2.62	2.64	2.71	2.72	2.80	2.8	2.80	2.84	2.93	3.02	3.18
2.71	2.73	2.79	2.82	2.90	2.9	2.90	2.95	3.04	3.15	3.20
2.80	2.80	2.90	2.92	3.00	3.0	3.00	3.04	3.14	3.26	3.37
2.87	2.89	2.98	3.02	3.10	3.1	3.10	3.14	3.25	3.36	3.47
2.94	2.98	3.06	3.10	3.20	3.2	3.20	3.26	3.36	3.46	3.57
3.01	3.06	3.13	3.20	3.30	3.3	3.30	3.35	3.47	3.57	3.67
3.09	3.14	3.21	3.29	3.40	3.4	3.40	3.44	3.55	3.67	3.77
3.15	3.21	3.29	3.37	3.50	3.5	3.50	3.54	3.66	3.78	3.87
3.24	3.31	3.38	3.49	3.60	3.6	3.60	3.66	3.77	3.90	4.00
3.31	3.40	3.47	3.58	3.70	3.7	3.70	3.78	3.88	4.00	4.10
3.40	3.50	3.56	3.69	3.80	3.8	3.80	3.90	4.00	4.12	4.23
3.49	3.58	3.65	3.79	3.90	3.9	3.90	4.01	4.10	4.23	4.40
3.56	3.66	3.75	3.88	4.00	4.0	4.00	411	4.22	4.34	4.44
3.63	3.71	3.86	3.99	4.10	4.1	4.10	4.24	4.30	4.42	4.53
3.71	3.83	3.97	4.08	4.20	4.2	4.20	4.35	4.46	4.57	N.S.
3.80	3.90	4.07	4.18	4.30	4.3	4.30	4.46	4.58	N.S.	N.S.
3.87	4.00	4.15	4.28	4.40	4.4	4.40	4.56	N.S.	N.S.	N.S.
3.96	4.70	4.22	4.38	4.50	4.5	4.50	N.S.	N.S.	N.S.	N.S.

TABLE II

MAIN TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
1.13	1.08	1.03	1.0	1.03	.98	1.00	.98	.96	.95	.94
1.29	1.23	1.17	1.1	1.17	1.11	1.10	1.00	1.05	1.05	1.03
1.46	1.36	1.30	1.2	1.30	1.25	1.20	1.22	1.19	1.17	1.14
1.56	1.47	1.41	1.3	1.41	1.35	1.30	1.28	1.25	1.23	1.21
1.67	1.58	1.52	1.4	1.52	1.46	1.40	1.38	1.33	1.32	1.29
1.80	1.71	1.63	1.5	1.63	1.57	1.50	1.48	1.43	1.41	1.39
1.90	1.80	1.72	1.6	1.72	1.66	1.60	1.57	1.50	1.49	1.47
2.00	1.92	1.83	1.7	1.83	1.77	1.70	1.66	1.60	1.59	1.57
2.10	2.01	1.94	1.8	1.94	1.87	1.80	1.75	1.70	1.67	1.65
2.21	2.10	2.05	1.9	2.05	1.97	1.90	1.84	1.79	1.76	1.72
2.30	2.20	2.14	2.0	2.14	2.06	2.00	1.93	1.87	1.83	1.80
2.42	2.32	2.25	2.1	2.25	2.17	2.10	2.03	1.97	1.93	1.90
2.52	2.43	2.35	2.2	2.35	2.27	2.20	2.12	2.06	2.02	1.97
2.73	2.56	2.47	2.3	2.47	2.38	2.30	2.22	2.17	2.12	2.07
2.80	2.68	2.58	2.4	2.58	2.48	2.40	2.33	2.28	2.22	2.17
2.90	2.80	2.68	2.5	2.68	2.58	2.50	2.42	2.35	2.30	2.25
3.03	2.90	2.80	2.6	2.80	2.67	2.60	2.50	2.45	2.38	2.32
3.12	3.00	2.89	2.7	2.89	2.78	2.70	2.60	2.52	2.46	2.40
3.24	3.10	3.00	2.8	3.00	2.88	2.80	2.70	2.60	2.54	2.48
3.34	3.20	3.10	2.9	3.10	2.98	2.90	2.80	2.70	2.62	2.57
3.43	3.34	3.20	3.0	3.20	3.09	3.00	2.88	2.80	2.72	2.64
3.53	3.40	3.30	3.1	3.30	3.20	3.10	2.97	2.89	2.80	2.73
3.63	3.50	3.39	3.2	3.39	3.30	3.20	3.08	2.97	2.89	2.82
3.72	3.60	3.50	3.3	3.50	3.40	3.30	3.15	3.06	2.97	2.90
3.82	4.52	3.59	3.4	3.59	3.50	3.40	3.26	3.15	3.04	2.98
3.91	4.60	3.69	3.5	3.69	3.59	3.50	3.36	3.22	3.13	3.05
4.03	3.90	3.80	3.6	3.80	3.70	3.60	3.44	3.33	3.22	3.15
4.14	4.00	3.92	3.7	3.92	3.80	3.70	3.56	3.42	3.32	3.25
4.26	4.10	4.03	3.8	4.03	3.92	3.80	3.67	3.54	3.42	3.33
4.38	4.22	4.15	3.9	4.15	4.03	3.90	3.80	3.63	3.52	3.42
4.50	4.27	4.25	4.0	4.25	4.13	4.00	3.88	3.73	3.62	3.52
4.60	4.47	4.38	4.1	4.38	4.20	4.10	3.99	3.84	3.72	3.60
4.70	4.58	4.50	4.2	4.50	4.34	4.20	4.07	3.94	3.82	3.69
N.S.	N.S.	N.S.	4.3	N.S.	N.S.	4.30	4.18	4.04	3.92	3.80
N.S.	N.S.	N.S.	4.4	N.S.	N.S.	4.40	4.28	4.13	4.02	3.90
N.S.	N.S.	N.S.	4.5	N.S.	N.S.	4.50	N.S.	N.S.	N.S.	N.S.

TABLE III

MAIN TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)
AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
4.27	4.02	4.00	3.83	3.50	3.5	3.50	3.30	2.97	2.69	2.45
4.33	4.13	4.09	3.90	3.60	3.6	3.60	3.39	3.08	2.80	2.55
4.39	4.24	4.17	3.97	3.70	3.7	3.70	3.49	3.18	2.90	2.62
4.45	4.30	4.23	4.04	3.80	3.8	3.80	3.58	3.27	3.00	2.70
4.50	4.40	4.30	4.10	3.90	3.9	3.90	3.69	3.38	3.12	2.80
4.57	4.49	4.38	4.20	4.00	4.0	4.00	3.79	3.49	3.22	2.92
4.62	4.57	4.45	4.28	4.10	4.1	4.10	3.90	3.60	3.35	3.04
4.69	4.62	4.57	4.37	4.20	4.2	4.20	4.01	3.72	3.45	3.18
4.75	4.69	4.60	4.47	4.30	4.3	4.30	4.12	3.85	3.57	3.30
4.80	4.75	4.67	4.57	4.40	4.4	4.40	4.23	3.97	3.68	3.42
4.87	4.81	4.73	4.65	4.50	4.5	4.50	4.34	4.09	3.79	3.52
4.92	4.87	4.80	4.72	4.60	4.6	4.60	4.44	4.20	3.90	3.61
4.98	4.92	4.88	4.81	4.70	4.7	4.70	4.55	4.35	4.03	3.74
5.03	4.98	4.95	4.90	4.80	4.8	4.80	4.67	4.49	4.18	3.90
5.09	5.04	5.02	4.98	4.90	4.9	4.90	4.78	4.62	4.35	4.05
5.17	5.10	5.10	5.07	5.00	5.0	5.00	4.92	4.77	4.60	4.23
N.S.	N.S.	5.17	5.16	5.10	5.1	5.10	5.03	4.95	4.78	4.47

TABLE IV

MAIN TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)
AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
2.60	2.95	3.10	3.5	3.10	3.35	3.50	3.75	3.92	4.13	4.21
2.70	3.15	3.20	3.6	3.20	3.42	3.60	3.85	4.03	4.20	4.30
2.80	3.10	3.29	3.7	3.29	3.50	3.70	3.93	4.10	4.27	4.38
2.90	3.17	3.36	3.8	3.36	3.59	3.80	4.02	4.20	4.34	4.45
3.00	3.25	3.47	3.9	3.47	3.68	3.90	4.10	4.29	4.40	4.52
3.10	3.33	3.56	4.0	3.56	3.77	4.00	4.20	4.38	4.49	4.58
3.20	3.43	3.68	4.1	3.68	3.88	4.10	4.29	4.45	4.57	4.65
3.32	3.55	3.77	4.2	3.77	4.00	4.20	4.39	4.52	4.63	4.72
3.43	3.65	3.89	4.3	3.89	4.09	4.30	4.49	4.60	4.70	4.82
3.55	3.77	4.00	4.4	4.00	4.21	4.40	4.58	4.68	4.77	4.85
3.65	3.89	4.10	4.5	4.10	4.32	4.50	4.66	4.77	4.84	4.92
3.77	4.00	4.20	4.6	4.20	4.42	4.60	4.73	4.83	4.90	4.97
3.90	4.13	4.34	4.7	4.34	4.55	4.70	4.82	4.92	4.97	5.02
4.05	4.27	4.50	4.8	4.50	4.67	4.80	4.92	4.99	5.03	5.09
4.15	4.40	4.62	4.9	4.62	4.77	4.90	4.99	5.05	5.10	5.14
4.35	4.59	4.76	5.0	4.76	4.91	5.00	5.08	5.13	5.18	N.S.
4.55	4.75	4.92	5.1	4.92	5.03	5.10	5.17	N.S.	N.S.S	N.S.

TABLE V

REPLENISHMENT TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	.10	.1	.10	N.S.	N.S.	N.S.	N.S.
.15	.15	.17	.19	.20	.2	.20	.21	.23	.26	.31
.20	.23	.25	.28	.30	.3	.30	.31	.35	.41	.46
.30	.31	.34	.36	.40	.4	.40	.42	.47	.55	.62
.38	.40	.44	.47	.50	.5	.50	.56	.63	.72	.81
.46	.47	.52	.57	.60	.6	.60	.67	.76	.87	.97
N.S.	N.S.	.61	.65	.70	.7	.70	.78	.86	1.00	1.14
N.S.	N.S.	.65	.70	.76	.76	.76	.83	.95	1.60	1.24

TABLE VI

REPLENISHMENT TANKS NO. 1 AND NO. 4
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	.1	N.S.	.10	.10	.09	N.S.	N.S.	N.S.
.21	.20	.20	.2	.20	.21	.20	.19	.19	.18	.18
.33	.31	.30	.3	.30	.31	.30	.28	.28	.26	.26
.45	.42	.41	.4	.41	.42	.40	.37	.36	.35	.35
.61	.57	.52	.5	.52	.53	.50	.49	.48	.47	.46
.74	.70	.63	.6	.63	.65	.60	.59	.57	.55	.53
.86	.81	.73	.7	.73	.77	.70	.68	.66	.65	.62
.93	.87	.83	.76	.83	.80	.76	.74	.70	.69	.67

TABLE VII

REPLENISHMENT TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	.60	.6	.60	N.S.	N.S.	N.S.	N.S.
.75	.74	.70	.70	.70	.7	.70	.70	.68	.66	.66
.79	.82	.82	.82	.80	.8	.80	.81	.78	.81	.83
.90	.90	.91	.92	.90	.9	.90	.90	.88	.94	.95
.97	.98	.99	1.01	1.00	1.0	1.00	1.01	.99	1.06	1.10
1.04	1.05	1.06	1.09	1.10	1.1	1.10	1.12	1.12	1.18	1.23
1.12	1.13	1.14	1.17	1.20	1.2	1.20	1.22	1.25	1.31	1.37
N.S.	N.S.	1.22	1.26	1.30	1.3	1.30	1.35	1.40	1.47	1.54
N.S.	N.S.	1.27	1.32	1.37	1.37	1.37	1.42	1.48	1.55	1.65

TABLE VIII

REPLENISHMENT TANKS NO. 1 AND NO. 4
(OUTBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	.6	N.S.	N.S.	.60	N.S.	N.S.	N.S.	N.S.
.76	.76	.72	.7	.72	.70	.70	.68	.64	.65	.66
.90	.87	.84	.8	.84	.83	.80	.79	.79	.76	.76
1.02	.99	.95	.9	.95	.94	.90	.89	.89	.84	.84
1.17	1.12	1.07	1.0	1.07	1.05	1.00	1.00	.99	.94	.92
1.28	1.23	1.17	1.1	1.17	1.15	1.10	1.08	1.08	1.01	1.00
1.40	1.34	1.28	1.2	1.28	1.23	1.20	1.17	1.16	1.09	1.08
1.55	1.47	1.40	1.3	1.40	1.34	1.30	1.26	1.24	N.S.	N.S.
1.63	1.57	1.55	1.37	1.55	1.40	1.37	1.31	1.28	N.S.	N.S.

TABLE IX

OUTBOARD ANTI-SHOCK BODY (RIGHT AND LEFT WING)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	N.S.	N.S.	N.S.	.10	.1	.10	N.S.	N.S.	N.S.	N.S.
.21	.20	.20	.20	.20	.2	.20	.20	.20	.19	.19
.30	.30	.30	.30	.30	.3	.30	.30	.29	.29	.29
.41	.41	.40	.40	.40	.4	.40	.40	.40	.40	.40
.51	.51	.50	.50	.50	.5	.50	.50	.50	.50	.50
.61	.61	.60	.60	.60	.6	.60	.60	.60	.59	.59
.71	.71	.70	.70	.70	.7	.70	.70	.70	.70	.70
.81	.81	.81	.80	.80	.8	.80	.80	.80	.80	.80
.91	.90	.90	.90	.90	.9	.90	.90	.90	.90	.89
1.01	1.01	1.01	1.00	1.00	1.0	1.00	1.00	1.00	1.00	1.00
1.11	1.11	1.11	1.10	1.10	1.1	1.10	1.10	1.10	1.10	1.10
1.21	1.20	1.20	1.20	1.20	1.2	1.20	1.20	1.20	1.20	1.20
1.31	1.30	1.30	1.30	1.30	1.3	1.30	1.30	1.30	1.30	1.30
1.41	1.40	1.40	1.40	1.40	1.4	1.40	1.40	1.40	1.40	1.40
1.51	1.50	1.50	1.50	1.50	1.5	1.50	1.50	1.50	1.50	1.50

TABLE X

OUTBOARD ANTI-SHOCK BODY (RIGHT AND LEFT WING)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	.1	N.S.	N.S.	.10	N.S.	N.S.	N.S.	N.S.
.17	.17	.18	.2	.18	.19	.20	.21	.23	.24	.27
.25	.26	.27	.3	.27	.28	.30	.32	.34	.36	.38
.34	.35	.36	.4	.36	.38	.40	.43	.46	.49	.52
.42	.44	.46	.5	.46	.47	.50	.53	.57	.60	.64
.50	.52	.55	.6	.55	.57	.60	.64	.67	.72	.76
.60	.62	.64	.7	.64	.68	.70	.75	.79	.84	.88
.69	.71	.73	.8	.73	.77	.80	.85	.90	.94	.99
.77	.79	.83	.9	.83	.86	.90	.95	1.00	1.04	1.08
.86	.89	.92	1.0	.92	.96	1.00	1.05	1.10	1.14	1.18
.95	.98	1.02	1.1	1.02	1.06	1.10	1.15	1.20	1.24	1.28
1.03	1.05	1.11	1.2	1.11	1.15	1.20	1.24	1.29	1.32	1.34
1.14	1.18	1.22	1.3	1.22	1.26	1.30	1.34	1.38	1.41	1.43
1.25	1.29	1.33	1.4	1.33	1.37	1.40	1.43	1.47	1.49	1.51
1.37	1.41	1.46	1.5	1.46	1.48	1.50	N.S.	N.S.	N.S.	N.S.

TABLE XI

MAIN TANK NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	- 0.5°	-1.0°	-1.5°	-2.0°
.67	.66	.63	.63	.60	.6	.60	.61	.57	.56	.54
.86	.86	.83	.83	.80	.8	.80	.80	.77	.77	.77
1.06	1.04	1.03	1.01	1.00	1.0	1.00	1.00	.97	.99	.97
1.24	1.23	1.20	1.21	1.20	1.2	1.20	1.20	1.17	1.19	1.19
1.44	1.44	1.41	1.41	1.40	1.4	1.40	1.41	1.41	1.41	1.41
1.63	1.63	1.61	1.61	1.60	1.6	1.60	1.62	1.63	1.63	1.64
1.81	1.81	1.81	1.81	1.80	1.8	1.80	1.83	1.84	1.84	1.86
2.00	2.01	2.01	2.01	2.00	2.0	2.00	2.03	2.06	2.06	2.07
2.17	2.19	2.19	2.21	2.20	2.2	2.20	2.23	2.26	2.26	2.31
2.36	2.39	2.39	2.40	2.40	2.4	2.40	2.44	2.47	2.49	2.53
2.53	2.55	2.56	2.59	2.60	2.6	2.60	2.64	2.67	2.70	2.76
2.70	2.73	2.74	2.79	2.80	2.8	2.80	2.84	2.89	2.93	2.97
2.87	2.91	2.94	2.98	3.00	3.0	3.00	3.06	3.09	3.16	3.20
3.04	3.09	3.13	3.17	3.20	3.2	3.20	3.26	3.29	3.37	3.41
3.24	3.29	3.30	3.37	3.40	3.4	3.40	3.49	3.53	3.59	3.63
3.41	3.47	3.49	3.56	3.60	3.6	3.60	3.69	3.73	3.81	3.86
3.59	3.63	3.66	3.74	3.80	3.8	3.80	3.89	3.94	4.01	4.06
3.77	3.81	3.84	3.94	4.00	4.0	4.00	4.10	4.13	4.26	4.27
3.96	4.00	4.04	4.13	4.20	4.2	4.20	4.29	4.36	4.44	4.53
4.14	4.20	4.24	4.33	4.40	4.4	4.40	4.49	4.59	4.66	4.71
4.30	4.39	4.43	4.51	4.60	4.6	4.60	4.69	4.79	4.86	4.94
4.49	4.57	4.61	4.71	4.80	4.8	4.80	4.89	4.99	5.06	5.14
4.67	4.73	4.83	4.93	5.00	5.0	5.00	5.10	5.21	5.27	5.36
4.86	4.96	5.01	5.13	5.20	5.2	5.20	5.30	5.41	5.47	5.56
5.07	5.16	5.23	5.33	5.40	5.4	5.40	5.51	5.63	5.70	5.76
5.26	5.34	5.41	5.53	5.60	5.6	5.60	5.70	5.80	5.86	5.96
5.43	5.53	5.60	5.70	5.80	5.8	5.80	5.87	5.99	6.06	6.16
5.61	5.70	5.77	5.86	6.00	6.0	6.00	6.07	6.19	6.24	6.34
5.77	5.86	5.96	6.06	6.20	6.2	6.20	6.26	6.36	6.43	6.54
5.97	6.07	6.13	6.23	6.40	6.4	6.40	6.46	6.56	6.63	6.73
6.17	6.26	6.39	6.44	6.60	6.6	6.60	6.66	6.76	6.84	6.94
6.37	6.47	6.59	6.66	6.80	6.8	6.80	6.89	6.99	7.07	7.16
6.57	6.69	6.78	6.87	7.00	7.0	7.00	7.13	7.17	7.34	N.S.
N.S.	N.S.	6.97	7.07	7.20	7.2	7.20	7.31	7.34	N.S.	N.S.

TABLE XII

MAIN TANKS NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
.56	.56	.57	.6	.57	.63	.60	.64	.64	.67	.71
.75	.75	.77	.8	.77	.83	.80	.84	.87	.89	.93
.94	.94	.97	1.0	.97	1.02	1.00	1.04	1.06	1.11	1.17
1.09	1.12	1.17	1.2	1.17	1.20	1.20	1.24	1.26	1.31	1.36
1.29	1.33	1.37	1.4	1.37	1.40	1.40	1.46	1.49	1.54	1.60
1.49	1.53	1.56	1.6	1.56	1.60	1.60	1.66	1.71	1.74	1.80
1.67	1.74	1.76	1.8	1.76	1.80	1.80	1.84	1.91	1.96	2.00
1.89	1.94	1.96	2.0	1.96	2.00	2.00	2.06	2.13	2.16	2.20
2.07	2.13	2.15	2.2	2.15	2.20	2.20	2.26	2.29	2.34	2.40
2.27	2.33	2.34	2.4	2.34	2.39	2.40	2.46	2.50	2.54	2.59
2.47	2.51	2.53	2.6	2.53	2.57	2.60	2.66	2.70	2.74	2.79
2.66	2.71	2.73	2.8	2.73	2.77	2.80	2.86	2.89	2.93	2.99
2.86	2.91	2.93	3.0	2.93	2.97	3.00	3.06	3.09	3.14	3.19
3.05	3.10	3.13	3.2	3.13	3.17	3.20	3.23	3.31	3.34	3.39
3.26	3.30	3.33	3.4	3.33	3.37	3.40	3.46	3.50	3.53	3.59
3.46	3.50	3.53	3.6	3.53	3.56	3.60	3.66	3.71	3.73	3.80
3.64	3.70	3.73	3.8	3.73	3.76	3.80	3.86	3.89	3.93	4.00
3.84	3.89	3.93	4.0	3.93	3.96	4.00	4.06	4.11	4.13	4.20
4.06	4.07	4.13	4.2	4.13	4.16	4.20	4.26	4.30	4.31	4.39
4.26	4.29	4.31	4.4	4.31	4.36	4.40	4.44	4.51	4.51	4.59
4.42	4.47	4.50	4.6	4.50	4.56	4.60	4.63	4.69	4.69	4.77
4.66	4.69	4.70	4.8	4.70	4.76	4.80	4.83	4.91	4.91	4.98
4.89	4.91	4.93	5.0	4.93	4.96	5.00	5.03	5.11	5.13	5.20
5.07	5.11	5.13	5.2	5.13	5.16	5.20	5.23	5.31	5.32	5.39
5.29	5.31	5.34	5.4	5.34	5.36	5.40	5.43	5.51	5.54	5.60
5.47	5.50	5.54	5.6	5.54	5.56	5.60	5.63	5.70	5.71	5.77
5.66	5.70	5.74	5.8	5.74	5.75	5.80	5.81	5.87	5.89	5.97
5.84	5.86	5.93	6.0	5.93	5.94	6.00	6.00	6.06	6.07	6.16
6.01	6.03	6.11	6.2	6.11	6.13	6.20	6.19	6.24	6.26	6.33
6.20	6.23	6.30	6.4	6.30	6.33	6.40	6.37	6.44	6.46	6.53
6.40	6.44	6.49	6.6	6.49	6.50	6.60	6.59	6.63	6.67	6.73
6.60	6.62	6.69	6.8	6.69	6.71	6.80	6.81	6.87	6.89	6.94
6.84	6.87	6.89	7.0	6.89	6.94	7.00	7.04	7.09	7.13	7.16
N.S.	N.S.	7.09	7.2	7.09	7.14	7.20	7.26	7.27	N.S.	N.S.

TABLE XIII

MAIN TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		−0°	−0.5°	−1.0°	−1.5°	−2.0°
5.64	5.44	5.24	5.04	4.80	4.8	4.80	4.69	4.40	4.27	4.09
5.81	5.61	5.43	5.23	5.00	5.0	5.00	4.86	4.60	4.47	4.26
6.01	5.80	5.63	5.43	5.20	5.2	5.20	5.06	4.83	4.67	4.46
6.17	5.94	5.79	5.60	5.40	5.4	5.40	5.21	5.00	4.84	4.60
6.39	6.14	6.00	5.79	5.60	5.6	5.60	5.43	5.21	5.07	4.80
6.57	6.19	6.20	5.97	5.80	5.8	5.80	5.77	5.41	5.27	5.00
6.74	6.54	6.41	6.17	6.00	6.0	6.00	5.81	5.61	5.47	5.20
6.91	6.74	6.57	6.37	6.20	6.2	6.20	6.01	5.80	5.66	5.40
7.09	6.94	6.79	6.59	6.40	6.4	6.40	6.23	6.01	5.86	5.62
7.26	7.13	6.97	6.79	6.60	6.6	6.60	6.44	6.23	6.06	5.83
7.41	7.29	7.16	6.99	6.80	6.8	6.80	6.61	6.43	6.25	6.03
7.57	7.47	7.37	7.18	7.00	7.0	7.00	6.84	6.63	6.47	6.24
7.74	7.63	7.51	7.37	7.20	7.2	7.20	7.06	6.84	6.69	6.49
7.89	7.80	7.69	7.56	7.40	7.4	7.40	7.27	7.06	6.91	6.73
8.40	7.97	7.87	7.77	7.60	7.6	7.60	7.53	7.27	7.16	6.96
8.20	8.13	8.04	8.97	7.80	7.8	7.80	7.71	7.51	7.39	7.21
8.33	8.26	8.20	8.11	8.00	8.0	8.00	7.91	7.73	7.60	7.44
8.46	8.41	8.36	8.30	8.20	8.2	8.20	8.13	7.99	7.87	7.69
8.58	8.54	8.50	8.46	8.40	8.4	8.40	8.36	8.23	8.14	7.97
8.71	8.67	8.64	8.61	8.60	8.6	8.60	8.56	8.47	8.40	8.27
8.81	8.80	8.79	8.78	8.80	8.8	8.80	8.76	8.71	8.67	8.59

TABLE XIV

MAIN TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
4.29	4.43	4.66	4.8	4.66	4.69	4.80	4.94	5.13	5.27	5.37
4.46	4.61	4.86	5.0	4.86	4.89	5.00	5.13	5.33	5.46	5.60
4.66	4.81	4.94	5.2	4.94	5.09	5.20	5.36	5.33	5.66	5.81
4.83	5.00	5.11	5.4	5.11	5.28	5.40	5.43	5.70	5.83	6.00
5.01	5.17	5.29	5.6	5.29	5.47	5.60	5.70	5.89	6.01	6.23
5.21	5.39	5.47	5.8	5.47	5.66	5.80	5.89	6.09	6.21	6.43
5.40	5.59	5.69	6.0	5.69	5.85	6.00	6.09	5.31	6.41	6.63
5.60	5.76	5.87	6.2	5.87	6.04	6.20	6.29	6.51	6.63	6.83
5.80	5.97	6.09	6.4	6.09	6.24	6.40	6.53	6.74	6.83	7.03
6.00	6.17	6.29	6.6	6.29	6.44	6.60	6.73	6.94	7.03	7.21
6.20	6.37	6.49	6.8	6.49	6.63	6.80	6.93	7.13	7.21	7.37
6.40	6.57	6.71	7.0	6.71	6.83	7.00	7.14	7.36	7.41	7.56
6.60	6.76	6.93	7.2	6.93	7.04	7.20	7.39	7.50	7.59	7.73
6.84	6.97	7.14	7.4	7.14	7.24	7.40	7.56	7.69	7.76	7.91
7.03	7.29	7.36	7.6	7.36	7.46	7.60	7.76	7.87	7.99	8.06
7.26	7.40	7.56	7.8	7.56	7.67	7.80	7.99	8.06	8.13	8.21
7.47	7.60	7.76	8.0	7.76	7.89	8.00	8.14	8.21	8.27	8.37
7.69	7.84	7.89	8.2	7.89	8.13	8.20	8.34	8.40	8.43	8.50
8.03	8.16	8.20	8.4	8.20	8.36	8.40	8.50	8.57	8.58	8.63
8.53	8.54	8.60	8.6	8.60	8.59	8.60	8.66	8.67	8.74	8.76
N.S.	N.S.	8.76	8.8	8.76	8.78	8.80	8.81	N.S.	N.S.	N.S.

TABLE XV

REPLENISHMENT TANKS NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
1.23	1.23	1.22	1.21	1.20	1.2	1.20	1.20	1.16	1.16	1.14
1.42	1.44	1.42	1.40	1.40	1.4	1.40	1.40	1.38	1.36	1.38
1.61	1.63	1.61	1.60	1.60	1.6	1.60	1.60	1.58	1.59	1.61
1.79	1.81	1.81	1.80	1.80	1.8	1.80	1.80	1.80	1.81	1.84
1.99	2.00	2.01	2.00	2.00	2.0	2.00	2.01	2.03	2.04	2.07
2.17	2.18	2.19	2.20	2.20	2.2	2.20	2.22	2.25	2.27	2.30
2.36	2.36	2.38	2.39	2.40	2.4	2.40	2.43	2.47	2.50	2.53
2.54	2.54	2.57	2.59	2.60	2.6	2.60	2.63	2.69	2.72	2.75
2.70	2.70	2.74	2.76	2.80	2.8	2.80	2.82	2.89	2.92	2.96
2.88	2.87	2.91	2.96	3.00	3.0	3.00	3.03	3.09	3.14	3.19
3.05	3.05	3.10	3.16	3.20	3.2	3.20	3.24	3.31	3.36	3.41
3.25	3.25	3.30	3.35	3.40	3.4	3.40	3.45	3.52	3.58	3.64
3.42	3.44	3.49	3.55	3.60	3.6	3.60	3.66	3.74	3.80	3.86
3.60	3.63	3.68	3.75	3.80	3.8	3.80	3.87	3.95	4.02	4.08
3.77	3.82	3.87	3.95	4.00	4.0	4.00	4.07	4.16	4.24	4.31
3.95	4.01	4.06	4.15	4.20	4.2	4.20	4.27	3.36	4.45	4.52
4.13	4.20	4.25	4.34	4.40	4.4	4.40	4.47	4.56	4.65	4.72
4.31	4.38	4.44	4.53	4.60	4.6	4.60	4.67	4.77	4.85	4.93
4.49	4.56	4.63	4.72	4.80	4.8	4.80	4.87	4.98	5.06	5.15
4.68	4.75	4.82	4.92	5.00	5.0	5.00	5.10	5.18	5.28	5.35
4.85	4.93	5.01	5.13	5.20	5.2	5.20	5.29	5.37	5.47	5.54
5.03	5.13	5.20	5.30	5.40	5.4	5.40	5.48	5.57	5.67	5.74
5.23	5.30	5.39	5.50	5.60	5.6	5.60	5.68	5.75	5.86	5.93
5.42	5.49	5.57	5.70	5.80	5.8	5.80	5.87	5.94	6.06	6.14
5.60	5.69	5.76	5.88	6.00	6.0	6.00	6.07	6.13	6.26	6.35
5.79	5.88	5.96	6.08	6.20	6.2	6.20	6.28	6.35	6.47	6.55
6.00	6.07	6.17	6.29	6.40	6.4	6.40	6.50	6.56	6.69	6.77
6.21	6.29	6.38	6.50	6.60	6.6	6.60	6.72	6.77	6.91	7.00
6.42	6.51	6.59	6.72	6.80	6.8	6.80	6.95	7.00	7.14	7.23
6.61	6.73	6.80	6.93	7.00	7.0	7.00	7.17	7.21	7.37	7.46
6.81	6.94	7.00	7.14	7.20	7.2	7.20	7.39	7.44	7.59	N.S.
6.99	7.12	7.19	7.34	7.40	7.4	7.40	7.58	7.63	N.S.	N.S.
7.18	7.31	7.40	7.55	7.60	7.6	7.60	N.S.	N.S.	N.S.	N.S.
7.38	7.49	7.61	N.S.	7.80	7.8	7.80	N.S.	N.S.	N.S.	N.S.

TABLE XVI

REPLENISHMENT TANKS NO. 2 AND NO. 3
(INBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
1.52	1.47	1.39	1.2	1.39	1.36	1.20	1.14	1.07	1.07	.99
1.73	1.67	1.59	1.4	1.59	1.49	1.40	1.32	1.25	1.21	1.14
1.96	1.88	1.80	1.6	1.80	1.67	1.60	1.50	1.44	1.38	1.32
2.17	2.10	2.00	1.8	2.00	1.88	1.80	1.70	1.63	1.54	1.49
2.40	2.32	2.23	2.0	2.23	2.07	2.00	1.89	1.83	1.72	1.67
2.63	2.54	2.44	2.2	2.44	2.28	2.20	2.10	2.03	1.92	1.85
2.86	2.76	2.64	2.4	2.64	2.48	2.40	2.30	2.23	2.12	2.04
3.08	2.97	2.84	2.6	2.84	2.71	2.60	2.49	2.42	2.31	2.22
3.31	3.18	3.05	2.8	3.05	2.90	2.80	2.68	2.59	2.48	2.39
3.51	3.39	3.26	3.0	3.26	3.11	3.00	2.87	2.77	2.66	2.55
3.73	3.60	3.47	3.2	3.47	3.33	3.20	3.07	2.96	2.85	2.73
3.96	3.82	3.66	3.4	3.66	3.51	3.40	3.28	3.16	3.04	2.92
4.17	4.04	3.86	3.6	3.86	3.74	3.60	3.49	3.36	3.24	3.11
4.37	4.24	4.07	3.8	4.07	3.94	3.80	3.69	3.55	3.42	3.31
4.58	4.44	4.30	4.0	4.30	4.26	4.00	3.89	3.74	3.61	3.50
4.78	4.64	4.07	4.2	4.07	4.35	4.20	4.09	3.93	3.80	3.68
5.00	4.85	4.71	4.4	4.71	4.56	4.40	4.29	4.12	3.99	3.87
5.20	5.07	4.90	4.6	4.90	4.74	4.60	4.49	4.32	4.18	4.05
5.40	5.27	5.11	4.8	5.11	4.94	4.80	4.68	4.51	4.37	4.24
5.61	5.47	5.29	5.0	5.29	5.14	5.00	4.88	4.71	4.56	4.43
5.80	5.67	5.49	5.2	5.49	5.34	5.20	5.07	4.89	4.74	4.61
6.00	5.86	5.69	5.4	5.69	5.53	5.40	5.27	5.09	4.93	4.78
6.20	6.06	5.87	5.6	5.87	5.71	5.60	5.45	5.30	5.14	4.97
6.39	6.26	6.08	5.8	6.08	5.93	5.80	5.61	5.50	5.33	5.16
6.59	6.46	6.27	6.0	6.27	6.13	6.00	5.83	5.69	5.49	5.33
6.79	6.66	6.49	6.2	6.49	6.36	6.20	6.05	5.88	5.73	5.56
6.98	6.88	6.73	6.4	6.73	6.57	6.40	6.25	6.08	5.93	5.75
7.19	7.08	6.93	6.6	6.93	6.79	6.60	6.46	6.30	6.14	5.98
7.41	7.29	7.16	6.8	7.16	7.00	6.80	6.69	6.52	6.37	6.18
7.60	7.49	7.34	7.0	7.34	7.21	7.00	6.90	6.73	6.58	6.40
7.77	7.66	7.51	7.2	7.51	7.40	7.20	7.12	6.94	6.78	6.61
7.91	7.83	7.68	7.4	7.68	7.58	7.40	7.32	7.14	6.99	6.83
8.03	7.98	7.86	7.6	7.86	7.77	7.60	7.53	7.35	7.18	7.05
8.14	8.12	8.03	7.8	8.03	7.95	7.80	7.75	7.57	7.41	7.28

TABLE XVII

REPLENISHMENT TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	−0.5°	−1.0°	−1.5°	−2.0°
6.04	5.87	5.66	5.45	5.20	5.2	5.20	5.10	4.88	4.71	4.53
6.25	6.07	5.86	5.69	5.40	5.4	5.40	5.30	5.11	4.90	4.72
6.45	6.26	6.05	5.87	5.60	5.6	5.60	5.48	5.30	5.10	4.91
6.62	6.44	6.24	6.05	5.80	5.8	5.80	5.67	5.49	5.28	5.11
6.79	6.62	6.43	6.23	6.00	6.0	6.00	5.84	5.67	5.46	5.29
6.96	6.79	6.61	6.41	6.20	6.2	6.20	6.02	5.84	5.66	5.47
7.11	6.96	6.80	6.58	6.40	6.4	6.40	6.21	6.02	5.84	5.67
7.29	7.13	6.97	6.78	6.60	6.6	6.60	6.41	6.22	6.03	5.85
7.44	7.30	7.15	6.98	6.80	6.8	6.80	6.62	6.43	6.24	6.06
7.59	7.47	7.34	7.17	7.00	7.0	7.00	6.83	6.63	6.46	6.28
7.75	7.65	7.53	7.38	7.20	7.2	7.20	7.05	6.86	6.68	6.51
7.90	7.82	7.71	7.56	7.40	7.4	7.40	7.29	7.08	6.91	6.74
8.05	7.98	7.89	7.75	7.60	7.6	7.60	7.51	7.31	7.15	6.97
8.19	8.14	8.04	7.93	7.80	7.8	7.80	7.72	7.53	7.38	7.19
8.32	8.29	8.19	8.09	8.00	8.0	8.00	7.94	7.76	7.61	7.44
8.46	8.46	8.35	8.30	8.20	8.2	8.20	8.15	8.01	7.86	7.71
N.S.	N.S.	8.52	8.47	8.40	8.4	8.40	8.36	8.24	8.10	7.96
N.S.	N.S.	N.S.	N.S.	8.60	8.6	8.60	N.S.	8.48	8.39	8.25
N.S.	N.S.	N.S.	N.S.	8.80	8.8	8.80	N.S.	N.S.	N.S.	N.S.

TABLE XVIII

REPLENISHMENT TANKS NO. 2 AND NO. 3
(OUTBOARD DRIP STICK)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
5.03	5.14	5.16	5.2	5.16	5.22	5.20	5.27	5.39	5.47	5.53
5.26	5.32	5.36	5.4	5.36	5.44	5.40	5.60	5.61	5.67	5.75
5.45	5.50	5.55	5.6	5.55	5.64	5.60	5.77	5.80	5.85	5.95
5.63	5.68	5.73	5.8	5.73	5.82	5.80	5.96	5.99	6.03	6.14
5.79	5.84	5.92	6.0	5.92	6.01	6.00	6.15	6.19	6.22	6.35
5.97	6.02	6.10	6.2	6.10	6.20	6.20	6.35	6.39	6.41	6.53
6.14	6.22	6.28	6.4	6.28	6.39	6.40	6.52	6.57	6.59	6.70
6.34	6.42	6.49	6.6	6.49	6.58	6.60	6.70	6.76	6.79	6.90
6.55	6.63	6.69	6.8	6.69	6.77	6.80	6.89	6.95	6.98	7.07
6.72	6.84	6.89	7.0	6.89	6.96	7.00	7.09	7.14	7.16	7.27
6.93	7.05	7.09	7.2	7.09	7.17	7.20	7.31	7.35	7.36	7.46
7.13	7.27	7.29	7.4	7.29	7.38	7.40	7.50	7.54	7.56	7.64
7.35	7.47	7.49	7.6	7.49	7.57	7.60	7.69	7.72	7.74	7.82
7.55	7.67	7.68	7.8	7.68	7.76	7.80	7.88	7.90	7.92	7.99
7.75	7.86	7.87	8.0	7.87	7.95	8.00	8.07	8.08	8.08	8.15
7.95	8.05	8.07	8.2	8.07	8.16	8.20	8.27	8.28	8.29	8.32
8.14	8.23	8.28	8.4	8.28	8.35	8.40	8.44	8.46	8.46	8.48
8.34	8.43	8.51	8.6	8.51	N.S.	8.60	N.S.	N.S.	N.S.	N.S.
N.S.	N.S.	N.S.	8.8	N.S.	N.S.	8.80	N.S.	N.S.	N.S.	N.S.

TABLE XIX

INBOARD ANTI-SHOCK BODY
(RIGHT AND LEFT WING)

AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	—0.5°	—1.0°	—1.5°	—2.0°
N.S.	N.S.	N.S.	N.S.	.10	.1	.10	N.S.	N.S.	N.S.	N.S.
.21	.21	.21	.20	.20	.2	.20	.20	.20	.20	.19
.31	.31	.31	.30	.30	.3	.30	.30	.30	.30	.29
.41	.41	.41	.40	.40	.4	.40	.40	.40	.40	.39
.51	.51	.51	.50	.50	.5	.50	.50	.50	.50	.49
.61	.61	.61	.60	.60	.6	.60	.60	.60	.59	.59
.72	.71	.71	.70	.70	.7	.70	.70	.70	.70	.69
.82	.81	.81	.81	.80	.8	.80	.80	.80	.80	.80
.92	.91	.91	.91	.90	.9	.90	.91	.91	.90	.90
1.01	1.01	1.01	1.00	1.00	1.0	1.00	1.00	1.00	.99	1.00

TABLE XX

INBOARD ANTI-SHOCK BODY
(RIGHT AND LEFT WING)

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
N.S.	N.S.	N.S.	.1	N.S.	N.S.	.10	N.S.	N.S.	N.S.	N.S.
.16	.18	.19	.2	.19	.20	.20	.22	.23	.24	.26
.25	.26	.28	.3	.28	.29	.30	.32	.33	.36	.38
.34	.35	.37	.4	.37	.39	.40	.42	.45	.47	.50
.42	.44	.46	.5	.46	.48	.50	.53	.55	.57	.60
.51	.54	.56	.6	.56	.58	.60	.63	.66	.68	.71
.61	.64	.66	.7	.66	.68	.70	.73	.76	.78	.80
.71	.74	.76	.8	.76	.78	.80	.83	.85	.87	.89
.82	.84	.86	.9	.86	.89	.90	.94	.95	.97	1.00
.92	.94	.96	1.0	.96	.98	1.00	1.03	1.05	1.06	N.S.

TABLE XXI
FUSELAGE CENTER SECTION TANK
(RIGHT-HAND WING ONLY)
AIRPLANE NOSE DOWN 1 DEGREE

TRUE FUEL WEIGHT IN METRIC TONS (HIGH WING)					DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (LOW WING)				
+2.0°	+1.5°	+1.0°	+0.5°	+0°		-0°	-0.5°	-1.0°	-1.5°	-2.0°
N.S.	.22	.28	.35	.40	.4	.40	.51	.59	.77	.86
.28	.35	.44	.52	.60	.6	.60	.73	.82	.97	1.08
.39	.51	.60	.70	.80	.8	.80	.94	1.05	1.18	1.32
.60	.70	.79	.91	1.00	1.0	1.00	1.15	1.28	1.44	1.55
.76	.87	.98	1.10	1.20	1.2	1.20	1.35	1.50	1.67	1.77
.94	1.06	1.17	1.29	1.40	1.4	1.40	1.56	1.72	1.86	1.99
1.11	1.23	1.35	1.47	1.60	1.6	1.60	1.75	1.91	2.05	2.21
1.28	1.41	1.53	1.68	1.80	1.8	1.80	1.95	2.12	2.28	2.42
1.46	1.60	1.73	1.86	2.00	2.0	2.00	2.15	2.33	2.47	2.62
1.65	1.79	1.92	2.06	2.20	2.2	2.20	2.35	2.54	2.68	2.83
1.86	1.99	2.14	2.28	2.40	2.4	2.40	2.54	2.76	2.89	3.04
2.04	2.18	2.33	2.47	2.60	2.6	2.60	2.74	2.95	3.10	3.25
2.21	2.37	2.52	2.66	2.80	2.8	2.80	2.93	3.15	3.30	3.45
2.42	2.54	2.71	2.85	3.00	3.0	3.00	3.12	3.35	3.51	3.65
2.62	2.74	2.92	3.05	3.20	3.2	3.20	3.32	3.56	3.72	3.85
2.78	2.93	3.10	3.25	3.40	3.4	3.40	3.53	3.76	3.93	4.08
2.96	3.12	3.29	3.44	3.60	3.6	3.60	3.75	3.96	4.14	4.27
3.16	3.31	3.49	3.63	3.80	3.8	3.80	3.96	4.16	4.34	4.47
3.34	3.51	3.68	3.82	4.00	4.0	4.00	4.17	4.36	4.54	4.67
3.54	3.71	3.87	4.03	4.20	4.2	4.20	4.39	4.57	4.75	4.88
3.74	3.91	4.08	4.24	4.40	4.4	4.40	4.60	4.79	4.96	5.10
3.93	4.11	4.27	4.44	4.60	4.6	4.60	4.81	4.99	5.16	5.30
4.12	4.30	4.46	4.63	4.80	4.8	4.80	5.00	5.19	5.36	5.50
4.33	4.49	4.66	4.84	5.00	5.0	5.00	5.20	5.39	5.54	5.71
4.52	4.69	4.85	5.04	5.20	5.2	5.20	5.40	5.59	5.74	5.92
4.73	4.90	5.05	5.24	5.40	5.4	5.40	5.59	5.78	5.94	6.11
4.93	5.11	5.26	5.45	5.60	5.6	5.60	5.79	5.99	6.14	6.33
5.15	5.33	5.48	5.66	5.80	5.8	5.80	5.99	6.19	6.35	6.54
5.37	5.54	5.69	5.86	6.00	6.0	6.00	6.22	6.40	6.57	6.76
5.56	5.73	5.88	6.05	6.20	6.2	6.20	6.40	6.59	6.76	6.93
5.73	5.91	6.07	6.23	6.40	6.4	6.40	6.58	6.77	6.92	7.10
5.93	6.11	6.27	6.43	6.60	6.6	6.60	6.77	6.96	7.13	7.30
6.15	6.34	6.49	6.65	6.80	6.8	6.80	6.99	7.18	7.34	7.52
6.37	6.55	6.79	6.86	7.00	7.0	7.00	7.19	7.38	7.55	7.71
6.57	6.73	6.89	7.05	7.20	7.2	7.20	7.38	7.57	7.74	7.91
6.77	6.92	7.10	7.26	7.40	7.4	7.40	7.58	7.76	7.95	8.10
6.95	7.12	7.30	7.46	7.60	7.6	7.60	7.77	7.96	8.12	8.28
7.15	7.32	7.49	7.67	7.80	7.8	7.80	7.96	8.14	8.30	8.47
7.34	7.51	7.67	7.87	8.00	8.0	8.00	8.14	8.34	8.50	8.65
7.56	7.71	7.87	8.08	8.20	8.2	8.20	8.34	8.54	8.70	8.83
7.76	7.90	8.08	8.27	8.40	8.4	8.40	8.54	8.73	8.88	8.82
7.95	8.10	8.27	8.46	8.60	8.6	8.60	8.76	8.93	9.03	9.00
8.16	8.30	8.48	8.66	8.80	8.8	8.80	8.93	9.07	9.20	9.15
8.35	8.49	8.66	8.84	9.00	9.0	9.00	9.09	9.25	9.35	9.31
8.59	8.72	8.91	9.05	9.20	9.2	9.20	9.29	9.42	9.50	9.43
8.90	9.10	9.20	9.30	9.40	9.4	9.40	9.50	9.63	9.68	9.58

TABLE XXII

FUSELAGE CENTER SECTION TANK

AIRPLANE WINGS LEVEL

TRUE FUEL WEIGHT IN METRIC TONS (NOSE UP)			DRIP STICK READING IN METRIC TONS	TRUE FUEL WEIGHT IN METRIC TONS (NOSE DOWN)						
1.0°	0.5°	0°		0°	0.5°	1.0°	1.5°	2.0°	2.5°	3.0°
.76	.58	.53	.4	.53	.50	.40	.43	.30	.25	N.S.
.94	.79	.74	.6	.74	.70	.60	.57	.48	.40	.35
1.12	1.01	.94	.8	.94	.87	.80	.74	.67	.58	.55
1.31	1.23	1.17	1.0	1.17	1.10	1.00	.95	.90	.81	.77
1.50	1.42	1.35	1.2	1.35	1.27	1.20	1.15	1.10	1.03	.98
1.69	1.62	1.54	1.4	1.54	1.49	1.40	1.36	1.31	1.26	1.20
1.87	1.81	1.74	1.6	1.74	1.69	1.60	1.56	1.50	1.46	1.42
2.05	2.02	1.93	1.8	1.93	1.88	1.80	1.77	1.71	1.66	1.63
2.24	2.19	2.11	2.0	2.11	2.07	2.00	1.97	1.92	1.87	1.85
2.42	2.38	2.30	2.2	2.30	2.25	2.20	2.17	2.13	2.08	2.06
2.62	2.57	2.49	2.4	2.49	2.43	2.40	2.38	2.35	2.32	2.29
2.79	2.77	2.70	2.6	2.70	2.64	2.60	2.58	2.54	2.52	2.50
2.97	2.96	2.89	2.8	2.89	2.83	2.80	2.78	2.74	2.73	2.71
3.16	3.13	3.07	3.0	3.07	3.02	3.00	2.98	2.94	2.93	2.92
3.35	3.31	3.26	3.2	3.26	3.22	3.20	3.18	3.14	3.13	3.13
3.54	3.49	3.47	3.4	3.47	3.42	3.40	3.38	3.35	3.35	3.33
3.73	3.68	3.65	3.6	3.65	3.63	3.60	3.58	3.57	3.56	3.54
3.89	3.87	3.84	3.8	3.84	3.80	3.80	3.77	3.77	3.76	3.74
4.08	4.05	4.04	4.0	4.04	3.99	4.00	3.96	3.96	3.95	3.93
4.28	4.27	4.25	4.2	4.25	4.20	4.20	4.17	4.17	4.14	4.16
4.48	4.47	4.46	4.4	4.46	4.41	4.40	4.38	4.39	4.37	4.37
4.69	4.67	4.66	4.6	4.66	4.62	4.60	4.57	4.60	4.57	4.56
4.88	4.87	4.86	4.8	4.86	4.82	4.80	4.76	4.80	4.77	4.75
5.07	5.05	5.06	5.0	5.06	5.02	5.00	4.96	4.99	4.95	4.95
5.27	5.25	5.26	5.2	5.26	5.23	5.20	5.16	5.19	5.14	5.15
5.46	5.45	5.48	5.4	5.48	5.43	5.40	5.36	5.39	5.36	5.35
5.66	5.65	5.66	5.6	5.66	5.63	5.60	5.55	5.57	5.55	5.55
5.87	5.87	5.89	5.8	5.89	5.84	5.80	5.77	5.79	5.78	5.76
6.10	6.09	6.09	6.0	6.09	6.06	6.00	5.97	6.00	5.98	5.96
6.28	6.30	6.27	6.2	6.27	6.24	6.20	6.16	6.20	6.18	6.16
6.47	6.48	6.46	6.4	6.46	6.44	6.40	6.34	6.40	6.36	6.34
6.68	6.69	6.67	6.6	6.67	6.64	6.60	6.55	6.58	6.55	6.55
6.89	6.91	6.87	6.8	6.87	6.84	6.80	6.77	6.80	6.78	6.77
7.10	7.12	7.07	7.0	7.07	7.07	7.00	6.98	7.00	6.98	6.97
7.30	7.32	7.28	7.2	7.28	7.24	7.20	7.19	7.20	7.17	7.16
7.49	7.47	7.47	7.4	7.47	7.45	7.40	7.40	7.40	7.38	7.36
7.68	7.66	7.64	7.6	7.64	7.64	7.60	7.60	7.60	7.58	7.56
7.87	7.83	7.85	7.8	7.85	7.84	7.80	7.80	7.80	7.77	7.75
8.04	8.01	8.02	8.0	8.02	8.05	8.00	8.00	8.00	7.96	7.95
8.23	8.22	8.21	8.2	8.21	8.24	8.20	8.21	8.20	8.16	8.16
8.39	8.42	8.43	8.4	8.43	8.45	8.40	8.42	8.40	8.37	8.37
8.54	8.56	8.59	8.6	8.59	8.58	8.60	8.60	8.59	8.58	8.58
8.71	8.75	8.76	8.8	8.76	8.78	8.80	8.78	8.78	8.76	8.77
8.84	8.90	8.95	9.0	8.95	8.98	9.00	8.99	8.97	8.96	8.97
9.02	9.07	9.12	9.2	9.12	9.19	9.20	9.21	9.21	9.18	9.21
9.21	9.28	9.33	9.4	9.33	9.39	9.40	9.47	9.47	9.48	9.52

ENGINE SERVICING

TABLE 1 - ENGINE AND CONSTANT SPEED DRIVE (CSD) OIL TANK DATA

Engine Oil Tank	U.S. Gallons (Each Tank)	Imperial Gallons (Each Tank)	Liters (Each Tank)
Oil Capacity	4.15	3.45	15.7
Volume	5.41	4.50	20.4
Expansion Space	1.26	1.05	4.7

Constant Speed Drive (CSD Oil Tank	U.S. Gallons (Each Tank)	Imperial Gallons (Each Tank)	Liters (Each Tank)
Oil Capacity	1.72	1.43	6.51
Volume	2.20	1.83	8.33
Expansion Space	0.48	0.40	1.72

1. Filling - Draining Engine and Constant Speed Drive (CSD) Oil Systems

A. General.

When servicing the engine and constant speed drive oil systems, always observe the following:

WARNING: OPEN FLAMES, SPARKS OR SMOKING MUST BE PROHIBITED WITHIN 50 FEET OF OIL SERVICING AREA.

CAUTION: AVOID INTERMIXING OF DIFFERENT BRANDS OF SYNTHETIC OILS. OILS CONTAINING ETHYL ANTIOXIDANT 703 STORAGE STABILITY ADDITIVE SHOULD NEVER BE MIXED WITH HIGH ACID TYPE OILS. COMBINATION OF HIGH ACID TYPE OILS AND THE 703 ADDITIVE CAN POSSIBLY CAUSE FORMATION OF A PRECIPITATE THAT CAN CAUSE CLOGGING OF ENGINE FILTERS AND SCREENS AND POSSIBLE ENGINE FAILURE. (MIL-L-7808C AND D SHOULD NOT BE INTERMIXED.)

WARNING: MIL-L-7808 OIL IS TOXIC, AND REMOVES PAINT. ALWAYS WIPE UP ANY SPILLED OIL IMMEDIATELY; WASH WITH SOAP AND WATER IF OIL CONTACTS SKIN.

B. Equipment Required.

(1) Work stand to reach engine oil tank fillers.

(2) Length of hose to attach to oil tank drain valves.

(3) Six-gallon container to collect oil drained from tanks.

(4) Oil - Specification MIL-L-7808. Brand names and numbers listed below are approved by Convair:

(a) Esso Turbo Oil 15.

(b) Esso Turbo Oil TJ-15.

(c) Enco Turbo Oil TJ-15 (Formerly Humble Turbo Oil TJ-15).

(d) Texaco Synthetic Aircraft Turbine Oil 15.

(e) Shell Aircraft Turbine Oil 300 and 302.

(f) Castrol 3C Gas Turbine Lubricant.

*(g) Sinclair Turbo-S Oil.

*(h) B. P. Aero Turbine Oil 15.

C. Fill Engine and CSD Oil Tanks (see Figure 201).

(1) Check oil quantity in tanks immediately after each flight to preclude possibility of overfilling oil systems.

NOTE: Erroneous oil quantity readings may register both in the CSD and engine oil tank compartments if their levels are not checked immediately after shut-down. The CSD oil system quantity may be determined by motoring the engine at 15 percent RPM or above for 30 seconds. To be assured of an accurate engine oil level the engine should be run at idle RPM for a brief period. If it is at all suspected that either system will not be readable after motoring or running, then the systems should be drained and refilled to their prescribed levels before operation.

(2) Fill engine and CSD oil tanks to their proper levels. Check quantity readings on dip sticks to prevent overfilling tanks; refer to Table I, this section, for tank capacities.

D. Drain Engine and CSD Oil Tanks (see Figure 201).

(1) Open nacelle RH door (refer to Chapter 54, NACELLES).

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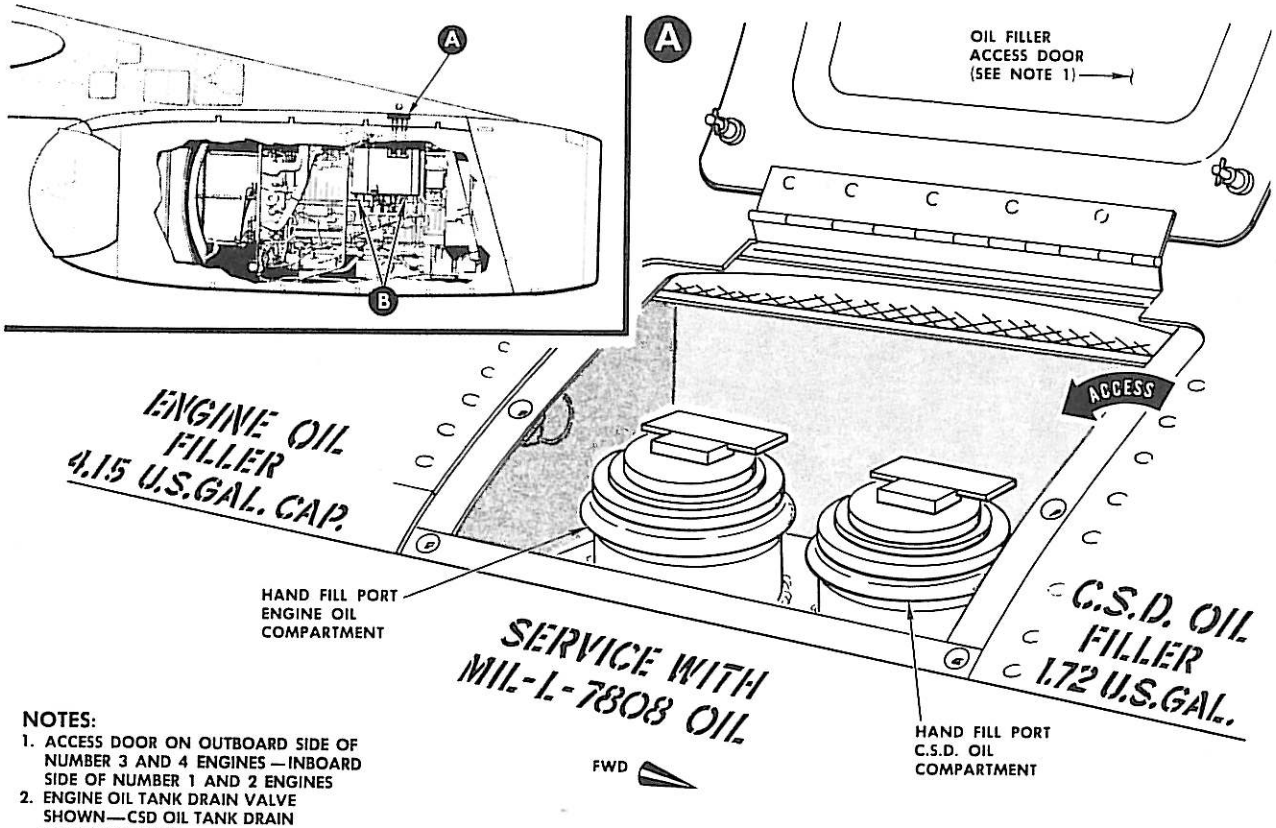
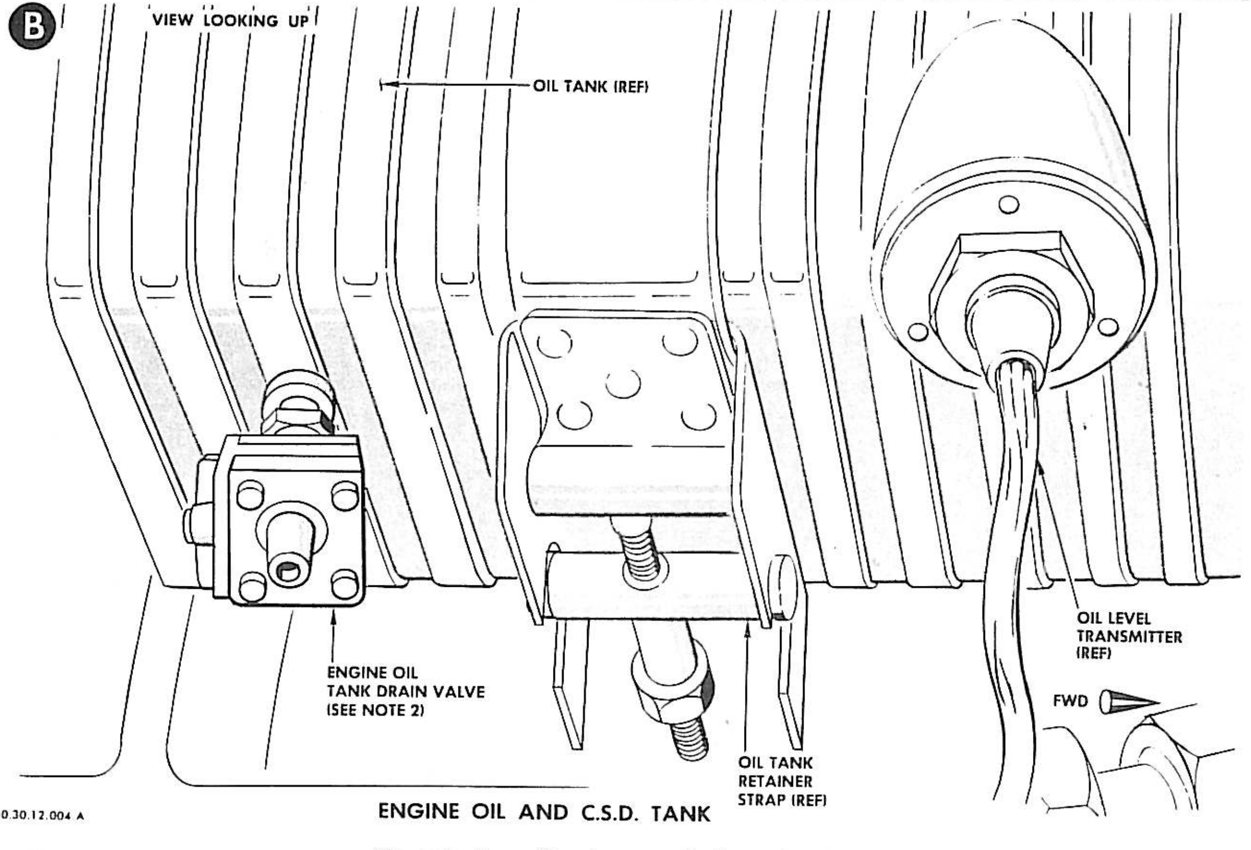
*Contains Ethyl antioxidant 703 additive.


A
B
A
OIL FILLER ACCESS DOOR (SEE NOTE 1)
ACCESS
ENGINE OIL FILLER 4.15 U.S.GAL. CAP.
HAND FILL PORT ENGINE OIL COMPARTMENT
SERVICE WITH MIL-L-7808 OIL
C.S.D. OIL FILLER 1.72 U.S.GAL.
HAND FILL PORT C.S.D. OIL COMPARTMENT
FWD

NOTES:
1. ACCESS DOOR ON OUTBOARD SIDE OF NUMBER 3 AND 4 ENGINES—INBOARD SIDE OF NUMBER 1 AND 2 ENGINES
2. ENGINE OIL TANK DRAIN VALVE SHOWN—CSD OIL TANK DRAIN VALVE IDENTICAL.

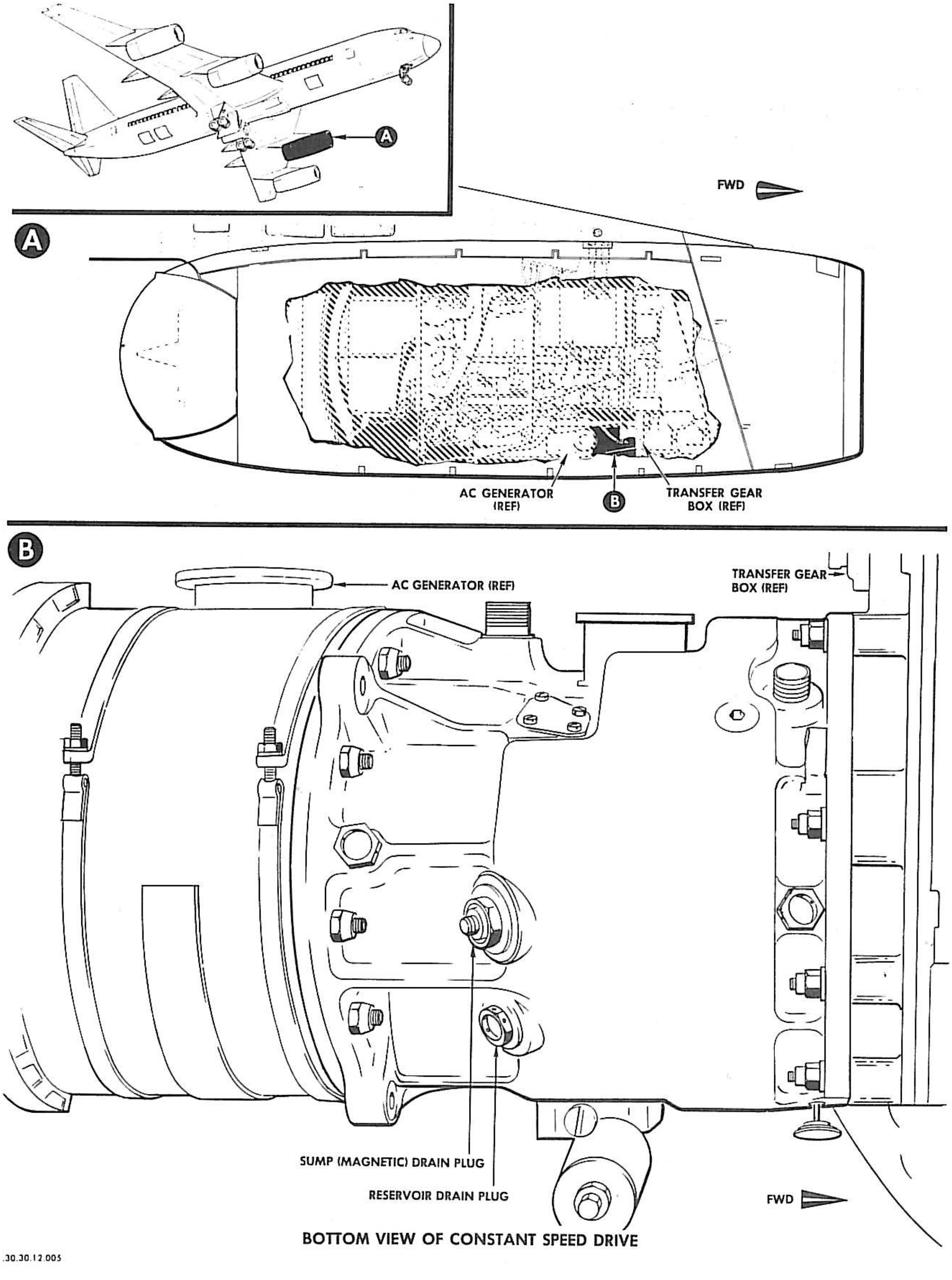
ENGINE OIL FILLER ACCESS PANEL


B
VIEW LOOKING UP
OIL TANK (REF)
ENGINE OIL TANK DRAIN VALVE (SEE NOTE 2)
OIL TANK RETAINER STRAP (REF)
OIL LEVEL TRANSMITTER (REF)
FWD

.30.30.12.004 A

ENGINE OIL AND C.S.D. TANK

Servicing Engine and Constant
Speed Drive Oil System
Figure 201


A
FWD
A
AC GENERATOR (REF)
B
TRANSFER GEAR BOX (REF)
B
AC GENERATOR (REF)
TRANSFER GEAR BOX (REF)
SUMP (MAGNETIC) DRAIN PLUG
RESERVOIR DRAIN PLUG
FWD
BOTTOM VIEW OF CONSTANT SPEED DRIVE
.30.30.12.005

Servicing Constant Speed Drive
Sump and Reservoir
Figure 202

2. Filling - Draining Engine Starter (see Figure 203)

A. General.

If the engine starter oil level is low, drain starter and refill with oil (do not add) as outlined in Paragraph D. The starter oil shall be drained completely every 500 hours to permit a thorough examination of the oil for contamination.

B. Equipment Required.

(1) One-quart container to collect starter oil.

NOTE: Container must be absolutely clean.

(2) Graduated beaker (or equivalent) to measure oil quantity.

(3) Oil, Specification MIL-L-7808 or equivalent.

C. Drain Starter Oil.

(1) Cut safety wire and remove oil fill and magnetic drain plugs from starter; allow oil in sump to drain completely into a clean container.

(2) Thoroughly examine magnetic drain plug for gritty material or metal particles.

NOTE: Fine metal particles are an indication of normal gear wear. If large particles are present, replace starter (refer to Chapter 80, STARTING).

(3) Clean magnetic drain plug thoroughly; install and safety-wire drain plug.

D. Fill Starter.

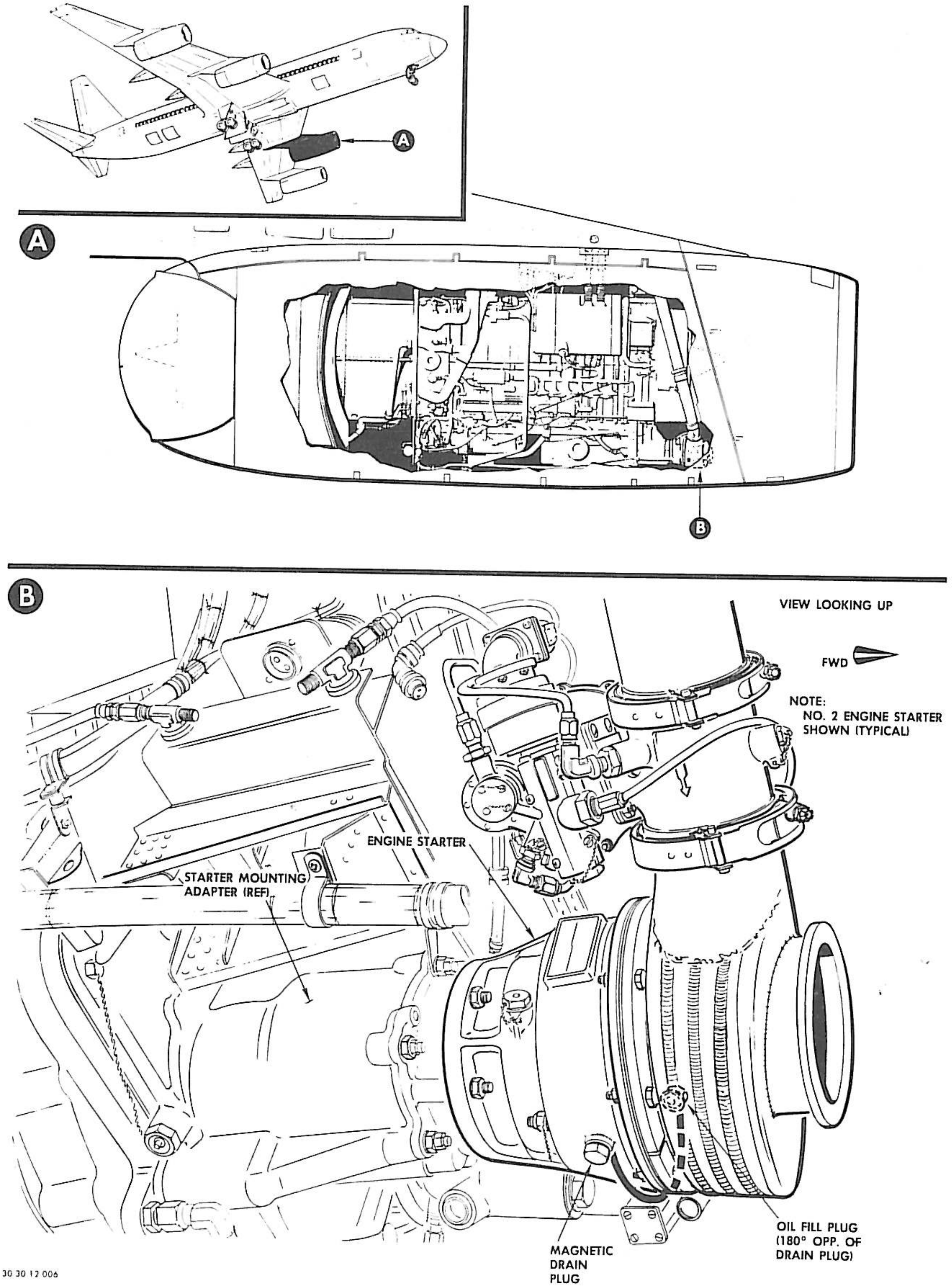
CAUTION: DO NOT ADD OIL TO STARTER. PERFORM THE FOLLOWING STEPS TO AVOID OVERFILLING.

(1) Drain oil from starter sump completely, as outlined in Paragraph C.

(2) Refill starter with exactly 350 cc of oil, Specification MIL-L-7808, or equivalent.

NOTE: Do not fill starter oil sump to oil fill plug level. Use a graduated beaker (or equivalent) to measure exact quantity of oil.

(3) Install and safety-wire oil fill plug.


A
A
B
B
VIEW LOOKING UP
FWD
ENGINE STARTER
STARTER MOUNTING ADAPTER (REF)
MAGNETIC DRAIN PLUG
OIL FILL PLUG (180° OPP. OF DRAIN PLUG)
30 30 12 006

NOTE:
NO. 2 ENGINE STARTER SHOWN (TYPICAL)

Servicing Engine Starter
Figure 203

C. Drain Starter Oil.

(1) Cut safety wire and remove oil fill and magnetic drain plugs from starter; allow oil in sump to drain completely into a clean container.

(2) Thoroughly examine magnetic drain plug for gritty material or metal particles.

NOTE: Fine metal particles are an indication of normal gear wear. If large particles are present, replace starter (refer to Chapter 80, STARTING).

(3) Clean magnetic drain plug thoroughly; install and safety-wire drain plug.

D. Fill Starter.

CAUTION: DO NOT ADD OIL TO STARTER. PERFORM THE FOLLOWING STEPS TO AVOID OVERFILLING.

(1) Drain oil from starter sump completely, as outlined in Paragraph C.

(2) Refill starter with exactly 350 cc of oil, Specification MIL-L-7808, or equivalent.

NOTE: Do not fill starter oil sump to oil fill plug level. Use a graduated beaker (or equivalent) to measure exact quantity of oil.

(3) Install and safety-wire oil fill plug.

FIRE EXTINGUISHING SYSTEMS - SERVICING

1. Engine Fire Extinguishing System Servicing

A. General.

Servicing the engine (pylon-located) fire extinguishing agent (bromotrifluoromethane) containers consists primarily of checking the containers for general security and proper precharge. One container is located in each pylon. Each container is equipped with an integral pressure gage to facilitate servicing and to detect pressure loss. The pressure gage dial may be painted black if Service Bulletin No. 26-3 has been accomplished. This bulletin removes the gage indicator needle and pinion gear.

B. Service Engine Fire Extinguishing Agent Container (see Figure 201).

(1) Check pressure gage on container for acceptable limits per PRESSURE vs TEMPERATURE chart (see Figure 202).

(2) If container pressure is above or below sepcified limits, replace container (refer to Chapter 26, FIRE PROTECTION).

2. Portable Liquid Fire Extinguisher Servicing

A. General.

Servicing the portable liquid fire extinguishers consists of checking the weight of the CO_2 cartridge, and checking for corrosion or damage to the cartridge. The liquid extinguishers (three) are located in the passenger cabin area (refer to Chapter 25 EQUIPMENT AND FURNISHINGS for extinguisher locations).

B. Service Liquid Fire Extinguishers.

Remove CO_2 cartridge from holder (extinguisher handle) every six months and check as follows:

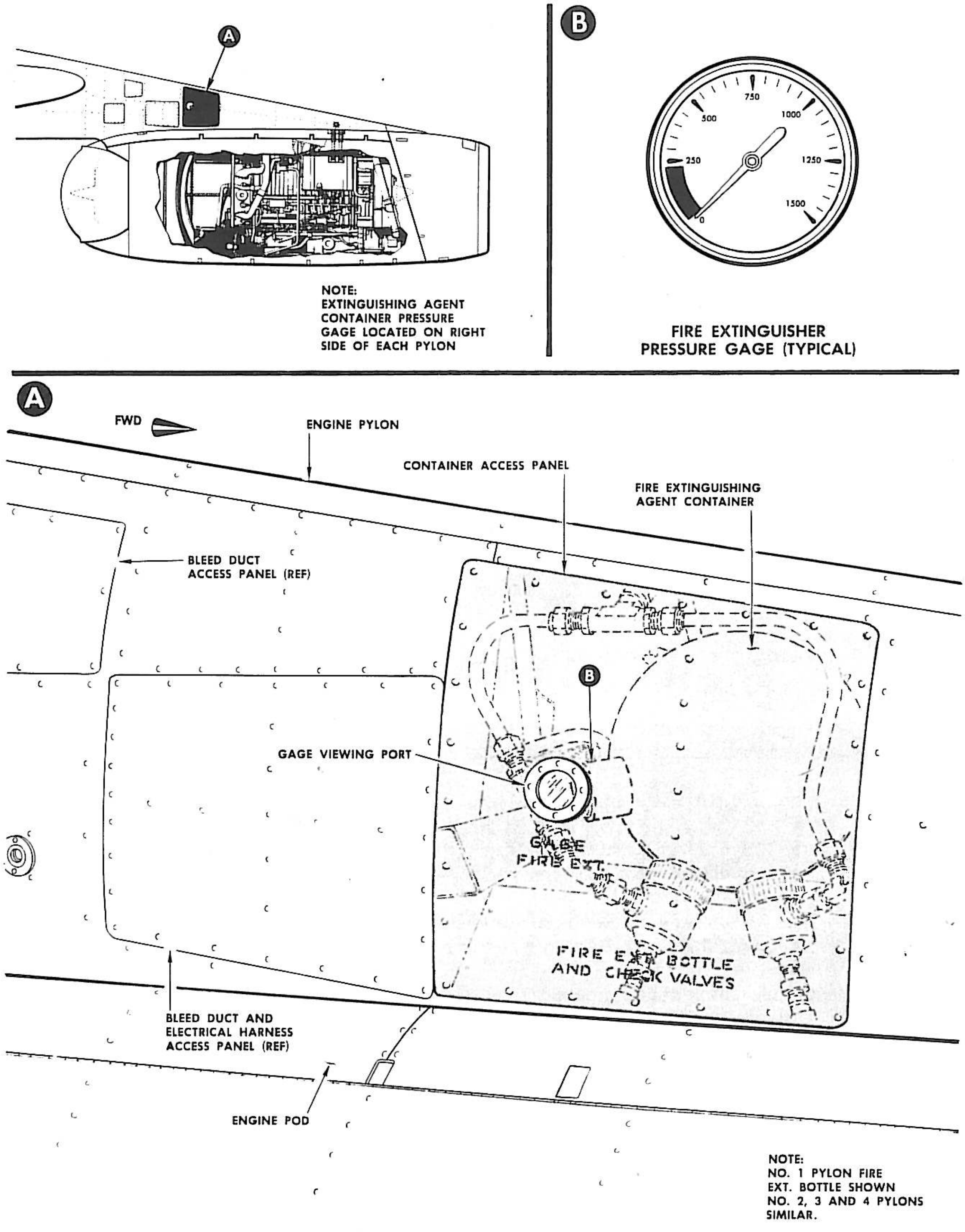
(1) Remove safety wire from cartridge holder and unscrew holder from extinguisher valve body; remove CO_2 cartridge and spring.

(2) Check inspection record of CO_2 cartridge (stamped on cartridge) for expiration of six-month weighing interval.

(3) Weigh cartridge every six months; if weight of cartridge is less than minimum weight stamped on cartridge, replace cartridge.

(4) Check cartridge for damage or corrosion; replace cartridge if damaged or corroded.

(5) Remove liquid from extinguisher and refill with 1-3/8 quarts of clean water or anti-freeze solution.


A
B
750
500
1000
250
1250
1500
0
FWD
ENGINE PYLON
CONTAINER ACCESS PANEL
FIRE EXTINGUISHING AGENT CONTAINER
BLEED DUCT ACCESS PANEL (REF)
GAGE VIEWING PORT
GAGE FIRE EXT.
FIRE EXT BOTTLE AND CHECK VALVES
BLEED DUCT AND ELECTRICAL HARNESS ACCESS PANEL (REF)
ENGINE POD
.30.30.12.007

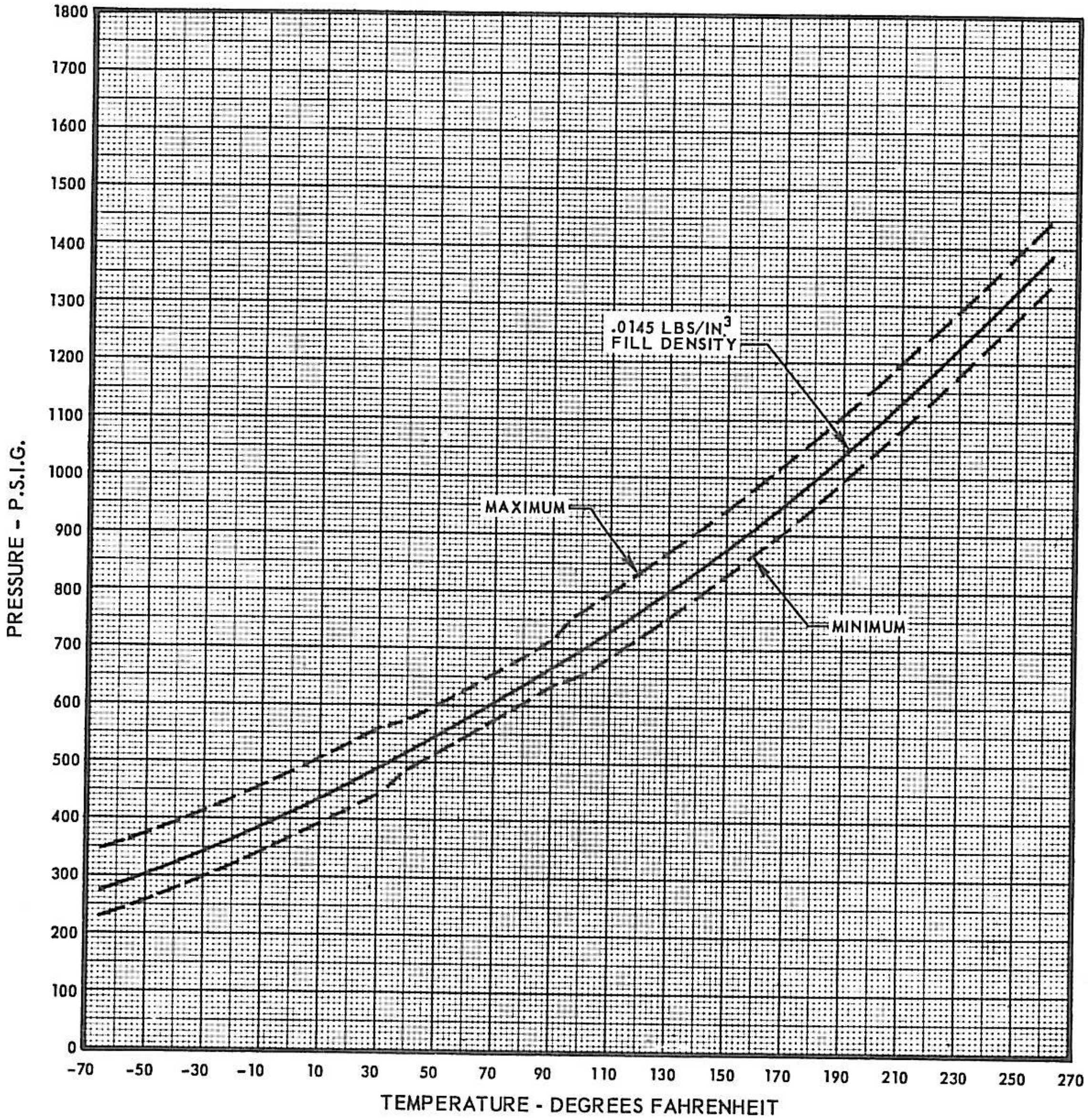
NOTE:
EXTINGUISHING AGENT CONTAINER PRESSURE GAGE LOCATED ON RIGHT SIDE OF EACH PYLON

FIRE EXTINGUISHER PRESSURE GAGE (TYPICAL)

NOTE:
NO. 1 PYLON FIRE EXT. BOTTLE SHOWN NO. 2, 3 AND 4 PYLONS SIMILAR.

Engine (Pylon) Fire Extinguisher
Pressure Gages
Figure 201

PRESSURE TEMPERATURE RELATIONSHIP
CF_3Br SUPERCHARGED TO 600 P.S.I.G.
AT 70° F WITH NITROGEN



GAUGE FULL SCALE READING 1500 P.S.I.

GAUGE TOLERANCES
± 2% OR 30 P.S.I. BETWEEN 500 AND 700 P.S.I.
± 3% OR 45 P.S.I. REMAINDER OF SCALE

CHARGING TOLERANCE
+ 25 − 0 P.S.I.

30.02.26.027

Container Charge vs. Temperature Chart
Figure 202

(6) Insert spring into holder and insert discharge end of cartridge into valve body receptacle. Place holder over cartridge and turn holder until red line on holder matches red line on valve body; safety-wire cartridge holder to valve body.

3. Portable CO_2 Fire Extinguisher Servicing

A. General.

Servicing the CO_2 extinguisher consists of weighing the extinguisher periodically. One CO_2 extinguisher is located on the right side of the flight compartment inside the compartment access door.

B. Equipment Required - None.

C. Service CO_2 Extinguisher.

(1) Check inspection record for expiration of six-month weighing interval.

(2) Weigh extinguisher every six months; if weight has decreased below amount indicated on name plate strap, replace extinguisher with serviceable unit.

HYDRAULIC SYSTEM SERVICING

TABLE I - HYDRAULIC RESERVOIR DATA

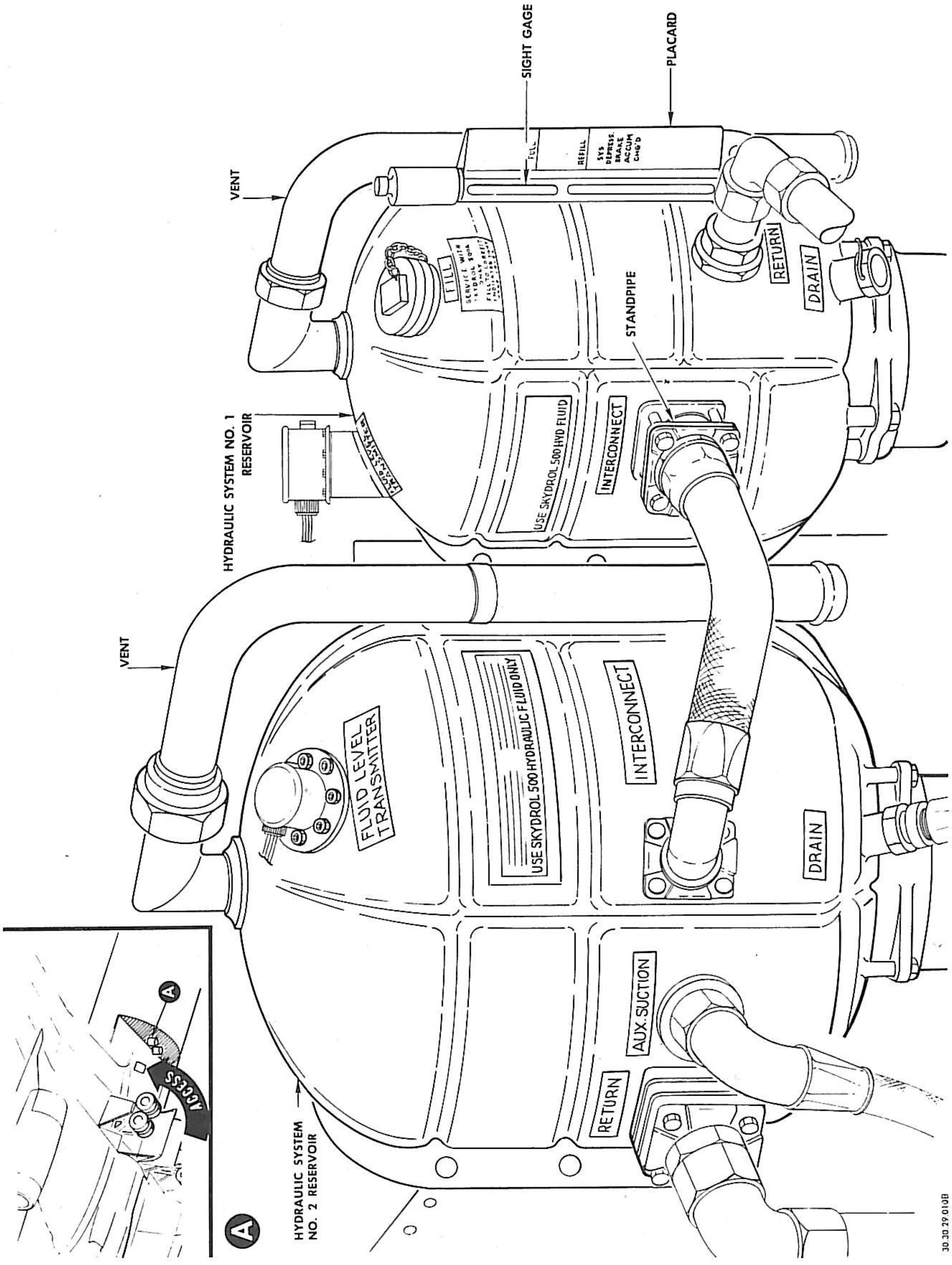
QUANTITY (MEASURABLE)	U.S. GALLONS	IMPERIAL GALLONS	LITERS
Reservoir No. 1			
(Sight Gage) FULL	2.9	2.4	11.3
(Sight Gage) REFILL	2.3	1.9	9.5
Reservoir No. 2			
(Sight Gage) FULL	7.6	6.3	32.6
(Sight Gage) REFILL	6.0	5.0	25.4
TOTAL VOLUME			
Reservoir No. 1	4.0	3.3	15.1
Reservoir No. 2	11.8	9.8	44.7
EXPANSION SPACE			
Reservoir No. 1	1.1	0.9	4.2
Reservoir No. 2	4.2	3.5	15.9

1. Filling - Draining Hydraulic Reservoirs (see Figure 201)

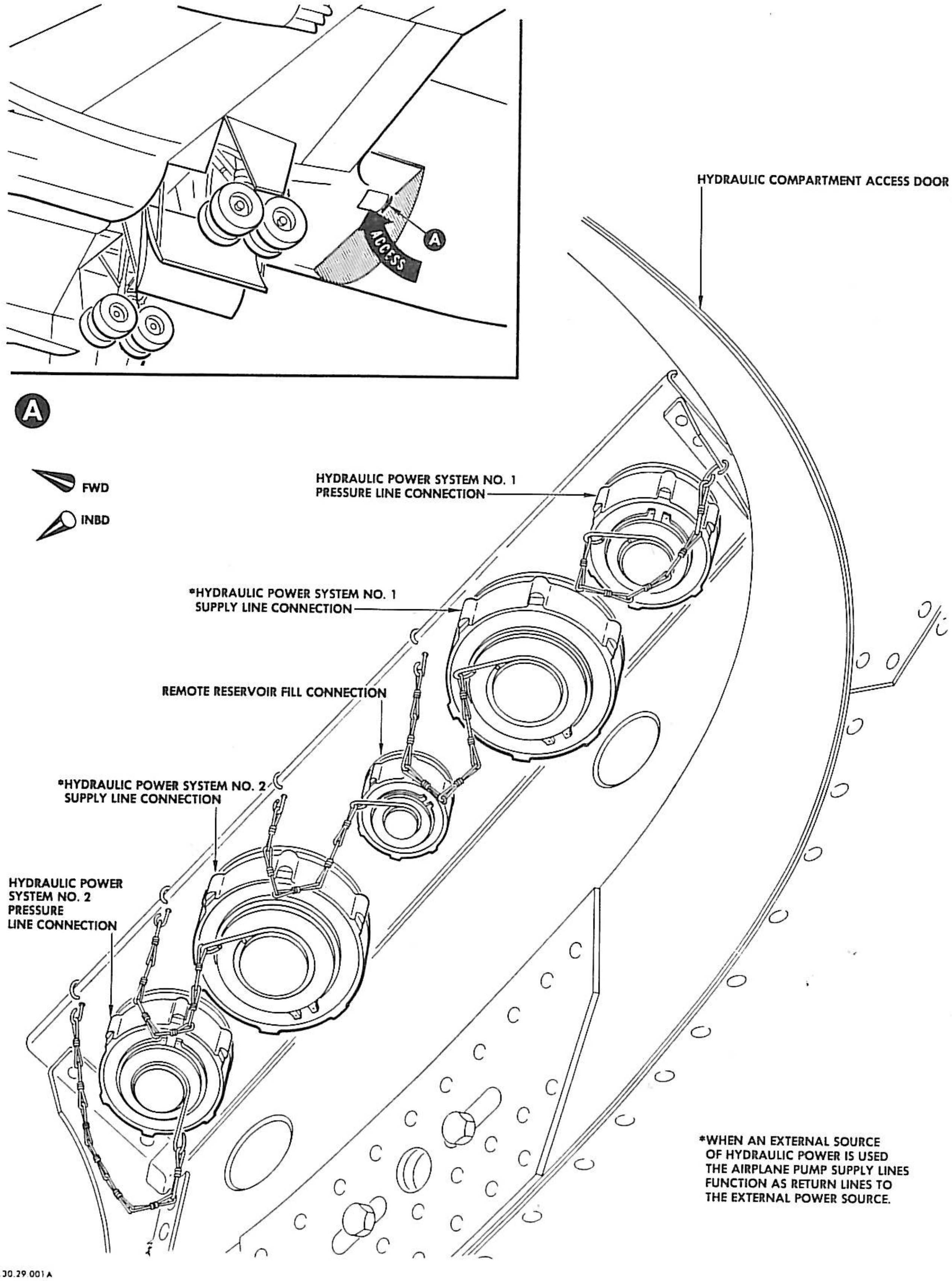
A. General.

Hydraulic fluid can be added to the No. 1 and No. 2 hydraulic systems with a hand pump through the remote filler connection located just aft of the hydraulic compartment access door (see Figure 201), or from a container through the FILL port at the top of the No. 1 system reservoir (see Figure 202). Adding fluid through the FILL port of the No. 1 system reservoir also fills the No. 2 system reservoir through an interconnect line. Use of the remote filler is preferable since the fluid is forced through a 50 micron filter prior to entering the hydraulic system. Fluid that is added through the FILL port at the top of the No. 1 system reservoir is only filtered by a 80 mesh screen.

The hydraulic systems are filled to the FULL level on the No. 1 system reservoir sight gage. The sight gage markings indicate the FULL and REFILL levels of the hydraulic system reservoirs when both hydraulic system accumulators are depressurized, the brake accumulator is charged, and the landing gear is down and locked. Fluid quantity of each reservoir is shown on a dual fluid quantity indicator on the flight engineer's control panel (see Figure 203).

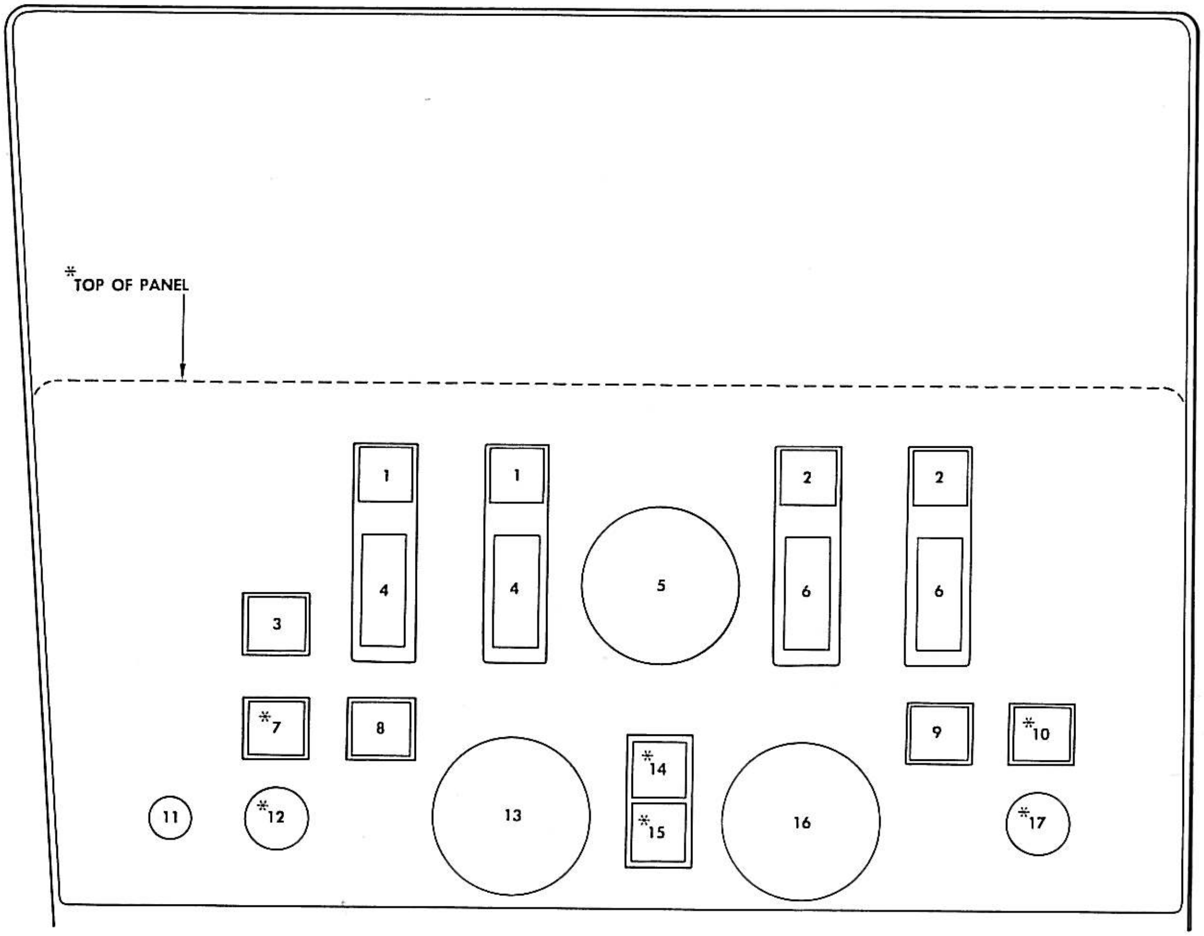

SIGHT GAGE
PLACARD
FULL
REFILL
SYS DEPRESS. BRAKE ACCUM CHG'D
VENT
FILL
RETURN
DRAIN
STANDPIPE
HYDRAULIC SYSTEM NO. 1 RESERVOIR
INTERCONNECT
USE SKYDROL 500 HYD FLUID
VENT
FLUID LEVEL TRANSMITTER
USE SKYDROL 500 HYDRAULIC FLUID ONLY
INTERCONNECT
DRAIN
AUX. SUCTION
RETURN
HYDRAULIC SYSTEM NO. 2 RESERVOIR
ACCESS
A
A
30 30 29 010B

Hydraulic Reservoirs
Figure 201


ACCESS
A
A
FWD
INBD
HYDRAULIC COMPARTMENT ACCESS DOOR
HYDRAULIC POWER SYSTEM NO. 1 PRESSURE LINE CONNECTION
*HYDRAULIC POWER SYSTEM NO. 1 SUPPLY LINE CONNECTION
REMOTE RESERVOIR FILL CONNECTION
*HYDRAULIC POWER SYSTEM NO. 2 SUPPLY LINE CONNECTION
HYDRAULIC POWER SYSTEM NO. 2 PRESSURE LINE CONNECTION
30.30.29.001A

*WHEN AN EXTERNAL SOURCE OF HYDRAULIC POWER IS USED THE AIRPLANE PUMP SUPPLY LINES FUNCTION AS RETURN LINES TO THE EXTERNAL POWER SOURCE.

Hydraulic System Remote Fill Connections
Figure 202



1. SYSTEM NO. 1 PUMP PRESSURE LINE LOW PRESSURE WARNING LIGHTS.
2. SYSTEM NO. 2 PUMP PRESSURE LINE LOW PRESSURE WARNING LIGHTS.
3. POWER RUDDER "MANUAL RUDDER MODE" LIGHT.
4. SYSTEM NO. 1 PUMP DEPRESSURIZATION SWITCHES.
5. HYDRAULIC FLUID QUANTITY INDICATOR.
6. SYSTEM NO. 2 PUMP DEPRESSURIZATION SWITCHES.
*7. POWER RUDDER SYSTEM NO. 1 "SYSTEM OFF" LIGHT.
8. SYSTEM NO. 1 PUMP SUPPLY SYSTEM LOW PRESSURE WARNING LIGHT.
9. SYSTEM NO. 2 PUMP SUPPLY SYSTEM LOW PRESSURE WARNING LIGHT.
*10. POWER RUDDER SYSTEM NO. 2 "SYSTEM OFF" LIGHT.
11. AUXILIARY HYDRAULIC PUMP CONTROL SWITCH.
*12. POWER RUDDER SYSTEM NO. 1 SWITCH.
13. SYSTEM NO. 1 HYDRAULIC FLUID TEMPERATURE INDICATOR.
*14. POWER RUDDER "EXCESS POWER" LIGHT.
*15. POWER RUDDER "LOW POWER" LIGHT.
16. SYSTEM NO. 2 HYDRAULIC FLUID TEMPERATURE INDICATOR.
*17. POWER RUDDER SYSTEM NO. 2 SWITCH.

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
*	CV 26 AND ON.

30.30.29.003B

Flight Engineer's Hydraulic Control
Panel - Typical
Figure 203

2. Filling Hydraulic System Through Remote Filler Connection (see Figure (202)

A. Equipment Required.

(1) External supply of Skydrol 500A hydraulic fluid and hand pump.

(2) External source of ac electrical power.

B. Preparation.

(1) Connect and apply electrical power to airplane (refer to Chapter 24, ELECTRICAL POWER).

(2) Close the following circuit breakers:

(a) HYD PRESS, SYS 1 and SYS 2

(b) HYD BRAKE PRESS

(3) Insure that both system accumulators are depressurized, brake accumulator is charged and landing gear is down and locked.

NOTE: System pressure indicators should read zero psi and brake pressure indicator should indicate that hydraulic brake subsystem is pressurized (1800 to 3000 psig).

C. Fill System.

(1) Open hydraulic compartment door.

(2) Remove cap from REMOTE FILL connection.

(3) Connect hand pump filler hose to REMOTE FILL connection on airplane.

NOTE: External hydraulic fluid supply filler hose must be equipped to couple with 305503-S11-6D self sealing remote filler connection.

(4) Fill reservoirs to FULL level as indicated on No. 1 system reservoir sight gage.

(5) Disconnect hand pump filler hose from REMOTE FILL connection and replace cap on connection.

(6) Disconnect external source of ac power from airplane (refer to Chapter 24, ELECTRICAL POWER).

3. Filling Hydraulic System Manually Through No. 1 Reservoir FILL Port (see Figure 202)

A. Equipment Required.

(1) One or two gallon container filled with Skydrol 500A hydraulic fluid.

NOTE: Both hydraulic fluid and container must be clean.

(2) Clean funnel.

(3) External source of ac electrical power.

B. Preparation.

(1) Connect and apply electrical power to airplane (refer to Chapter 24, ELECTRICAL POWER).

(2) Close the following circuit breakers:

(a) HYD PRESS, SYS 1 and SYS 2

(b) HYD BRAKE PRESS

(3) Ensure that both system accumulators are depressurized, brake accumulator is charged, and landing gear is down and locked.

NOTE: System pressure indicators should read zero psi and brake pressure indicator should indicate that hydraulic brake sub-system is pressurized (1800 to 3000 psig).

C. Fill System.

(1) Open hydraulic compartment door.

(2) Remove filler cap from top of No. 1 system reservoir.

(3) Insert funnel in reservoir filler, using care to not damage filter screen.

(4) Fill reservoirs to FULL level as indicated on No. 1 system reservoir sight gage.

(5) Remove funnel and replace reservoir filler cap. Wipe up any spilled fluid and clean contaminated structure with Aliphatic Naphtha, Specification TT-N-95a.

(6) Disconnect external source of ac electrical power from airplane (refer to Chapter 24, ELECTRICAL POWER).

4. Draining Hydraulic Reservoirs

A. Equipment Required.

(1) Clean ten gallon container.

(2) Clean funnel.

(3) Approximately ten feet of Skydrol-resistant hose.

B. Drain No. 1 System Reservoir.

NOTE: When draining fluid from the No. 1 reservoir, fluid will also drain from the No. 2 reservoir to a level equal with the reservoir interconnect line.

(1) Reduce hydraulic system pressure to zero psig (refer to Relieving Hydraulic System Pressure).

(2) Open HYD PUMP MOTOR CONT circuit breaker located on main circuit breaker panel.

(3) Disconnect any external hydraulic power source from airplane.

(4) Gain access to hydraulic compartment.

(5) Remove drain plug from No. 1 system reservoir and allow fluid to drain until all flow stops.

NOTE: Use funnel and length of hose to drain fluid into container located outside of airplane.

C. Drain No. 2 System Reservoir.

NOTE: When draining fluid from the No. 2 system reservoir, fluid will also drain from the No. 1 system reservoir to a level equal to the reservoir interconnect line.

(1) Disconnect flex line from hydraulic auxiliary pump at No. 2 system reservoir and drain fluid until all flow stops.

NOTE: Use funnel and length of hose to drain fluid into container located outside of airplane.

(2) Reconnect flex line to No. 2 system reservoir.

5. Relieving Hydraulic System Pressure

A. General.

When the source of hydraulic pressure is turned off, the pressure in the system will drop to 0 psi within two minutes, except for that portion of the No. 2 hydraulic system which is downstream of the main landing gear brake pressure check valve. The pressure retained in the main landing gear system by the check valve is relieved by operating the main wheel brakes a minimum of fifteen times.

B. Equipment Required - Source of external ac electrical power.

C. Relieve No. 1 Hydraulic System Pressure.

(1) To relieve pressure in No. 1 hydraulic system:

(a) Turn off external source of hydraulic power (if connected to airplane).

(b) Place HYD PUMP switch, on flight engineer's hydraulic control panel, in OFF position (see Figure 203).

(c) Shut down airplane engines No. 1 and No. 2.

(2) Connect and apply external electrical power to airplane (refer to Chapter 24, ELECTRICAL POWER).

(3) Close the HYD PRESS SYS NO. 1 circuit breaker on main circuit breaker panel.

(4) Check that No. 1 hydraulic system pressure gage on copilot's instrument panel indicates 0 psig.

(5) Shut off and remove external electrical power (refer to Chapter 24, ELECTRICAL POWER).

D. Relieve No. 2 Hydraulic System Pressure.

(1) To relieve pressure in No. 2 hydraulic system:

(a) Turn off external source of hydraulic power.

(b) Place HYD PUMP switch, on flight engineer's hydraulic control panel, in OFF position.

(c) Shut down airplane engines No. 3 and No. 4.

(d) Check for obstructions in area of rudder travel. Close SYS 2-POWER RUDDER CONTROL circuit breaker on main circuit breaker panel; place rudder control switch (system No. 2) in ON position and move rudder pedals through full travel seven times to relieve hydraulic pressure in power rudder system and No. 2 hydraulic system accumulator.

(2) Connect and apply external electrical power to airplane (refer to Chapter 24, ELECTRICAL POWER).

(3) Close the following circuit breakers on main circuit breaker panel:

(a) HYD PRESS SYS NO. 2.

(b) HYD BRAKE PRESS IND.

(4) Operate main landing gear brakes fifteen times, minimum.

(5) Check that SYS 2 and BRAKE HYD PRESS gages on copilot's instrument panel indicate 0 psig.

(6) Shut off and remove external electrical power (refer to Chapter 24, ELECTRICAL POWER).

6. Charging Hydraulic System Accumulators (see Figure 204)

A. General.

The two hydraulic power system accumulators are located immediately inside and forward of the hydraulic compartment access door. Each accumulator is charged separately with nitrogen through an integral filler valve installed on the lower end of each accumulator.

B. Equipment Required. Source of dry filtered nitrogen.

C. Charge Accumulators.

(1) Relieve No. 1 and No. 2 hydraulic systems pressure; refer to Relieving Hydraulic System Pressure.

WARNING: IN STEPS (2) AND (4) FOLLOWING, WHEN REMOVING VALVE CAP AND OPENING VALVE, HOLD VALVE BODY FIRMLY WITH WRENCH. A LOOSENED VALVE BODY COULD BE BLOWN OUT BY INTERNAL PRESSURE, CAUSING SERIOUS INJURY OR FATALITY TO PERSONNEL.

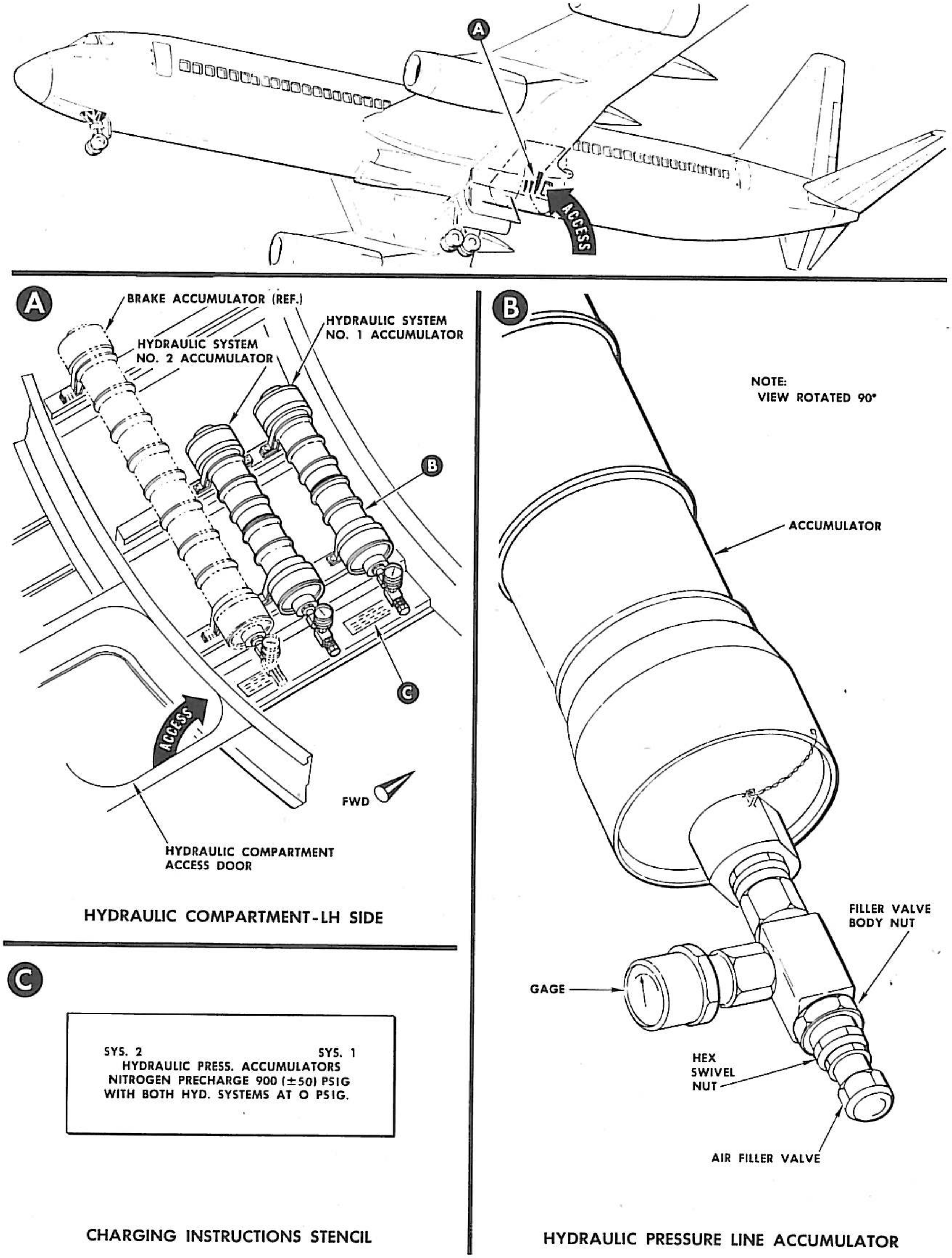
(2) Remove cap from accumulator filler valve.

(3) Connect source of dry filtered nitrogen to filler valve; ascertain that connection is secure.

(4) Open accumulator filler valve by turning swivel nut (nut closest to filler line connection) 2-1/4 turns maximum counterclockwise (refer to warning following step (1)).

(5) Open valve on external source of nitrogen and charge accumulator to 900 (±50) psig.

NOTE: Use charging source gages to service accumulators. Accumulator gage reading tolerances are 900 (±100) psig.


A
ACCESS
A
BRAKE ACCUMULATOR (REF.)
HYDRAULIC SYSTEM NO. 2 ACCUMULATOR
HYDRAULIC SYSTEM NO. 1 ACCUMULATOR
B
C
ACCESS
FWD
HYDRAULIC COMPARTMENT ACCESS DOOR
B
NOTE: VIEW ROTATED 90°
ACCUMULATOR
FILLER VALVE BODY NUT
GAGE
HEX SWIVEL NUT
AIR FILLER VALVE
C

HYDRAULIC COMPARTMENT-LH SIDE

SYS. 2 SYS. 1
HYDRAULIC PRESS. ACCUMULATORS
NITROGEN PRECHARGE 900 (±50) PSIG
WITH BOTH HYD. SYSTEMS AT O PSIG.

CHARGING INSTRUCTIONS STENCIL

HYDRAULIC PRESSURE LINE ACCUMULATOR

30.30.12.008 A

Charging Hydraulic System Accumulators
Figure 204

(6) Close accumulator filler valve by turning swivel nut (nut closest to filler line connection) clockwise. Torque nut to a value of 50-78 inch-pounds.

(7) Close valve on external source of nitrogen.

WARNING: IN STEP (8) FOLLOWING, WHEN REMOVING SOURCE OF NITROGEN, HOLD VALVE BODY FIRMLY WITH WRENCH TO PREVENT VALVE BODY FROM TURNING.

(8) Disconnect source of nitrogen from accumulator filler valve.

(9) Replace accumulator filler valve cap.

TEMPORARY REVISION NO. 12-31.

Insert facing 12-5-0, Page 201 dated Dec. 30/63 (or subsequent).

The information in this temporary revision is applicable to airplanes not modified per Service Bulletin 32-48. For airplanes that have been modified per Service Bulletin 32-48, use the information on Page 201.

Retain this temporary revision in your manual until applicable airplanes have been modified per noted service bulletin.

Add the following NOTE between steps C.(3) and C.(4):

> NOTE: Steps C.(4) and C.(5) apply only to main landing gear struts. Steps C.(6) through C.(10), on Temporary Revision 12-32, apply only to the nose landing gear strut.

LANDING GEAR SERVICING

1. Servicing Landing Gear Shock Struts (see Figures 201, 202, 203 and 204)

A. General.

Servicing the landing gear shock struts consists of adding fluid and air to the struts to maintain them at their proper operating extensions. A daily visual check should be made for signs of air or fluid leakage. When possible, after each full stop landing, shock struts should be wiped with a clean, dry, lint free cloth to remove dust and other foreign matter. After wiping the strut pistons, coat them with a thin film of clean hydraulic fluid, Specification MIL-H-6083 or MIL-H-5606.

B. Equipment Required.

(1) Source of dry compressed nitrogen or air.

(2) Hydraulic fluid (Specification MIL-H-6083 or MIL-H-5606 as required).

C. Service Shock Struts.

(1) Remove cap from shock strut air filler valve.

CAUTION: PRIOR TO PERFORMING STEP (2), REMOVE ALL WORK STANDS OR OTHER EQUIPMENT FROM THE AREA WHICH MIGHT DAMAGE AIRPLANE AS IT SETTLES.

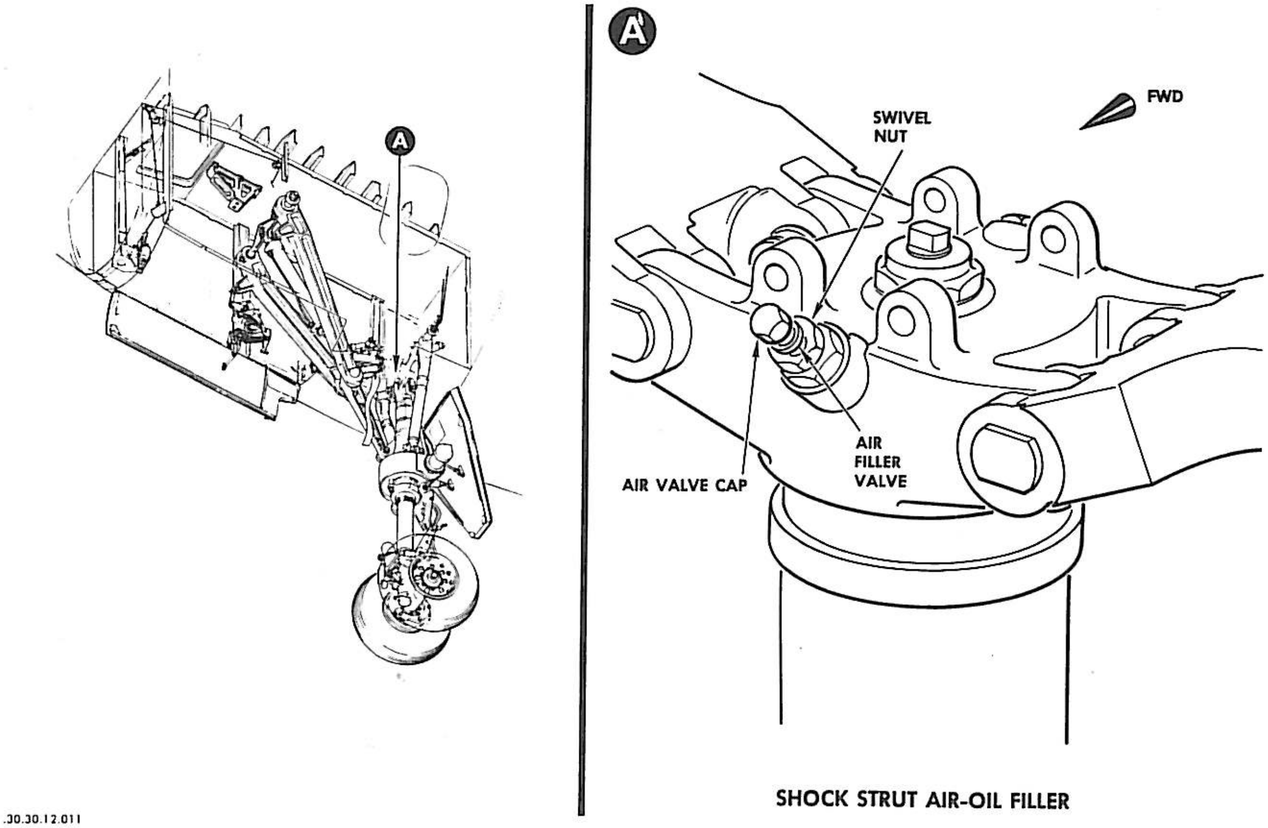
(2) Loosen hex swivel nut on air filler valve one-quarter turn maximum in a counterclockwise direction; allow all air to escape from shock strut.

WARNING: DO NOT LOOSEN OR REMOVE VALVE BODY TO RELEASE AIR PRESSURE. INTERNAL PRESSURE MAY BLOW OUT VALVE BODY AND CAUSE SERIOUS BODILY INJURY OR FATALITY.

(3) Cut safety wire and remove (screw out) entire valve assembly from shock strut.

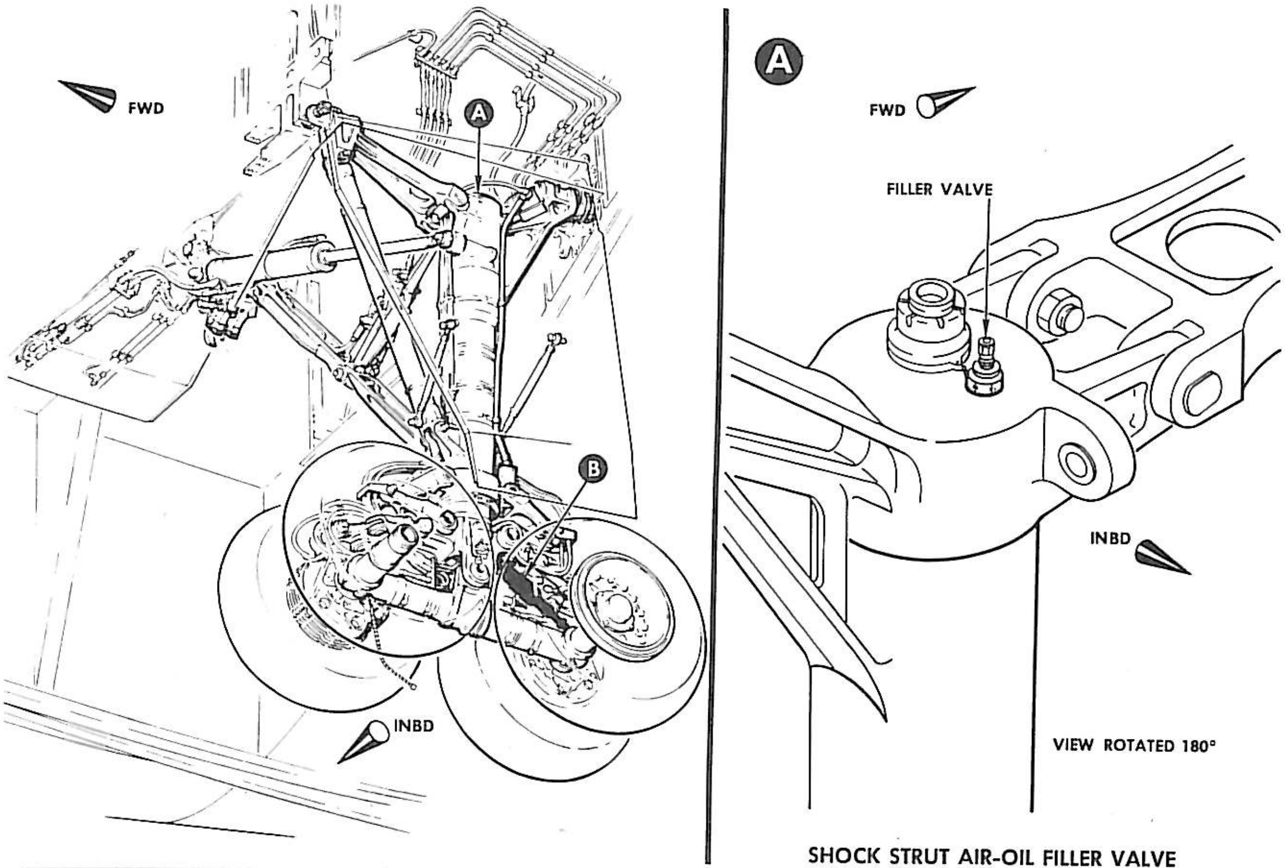
(4) Fill shock strut through air valve port with hydraulic fluid, Specification MIL-H-6083 or MIL-H-5606.

NOTE: Fill until fluid overflows from port.

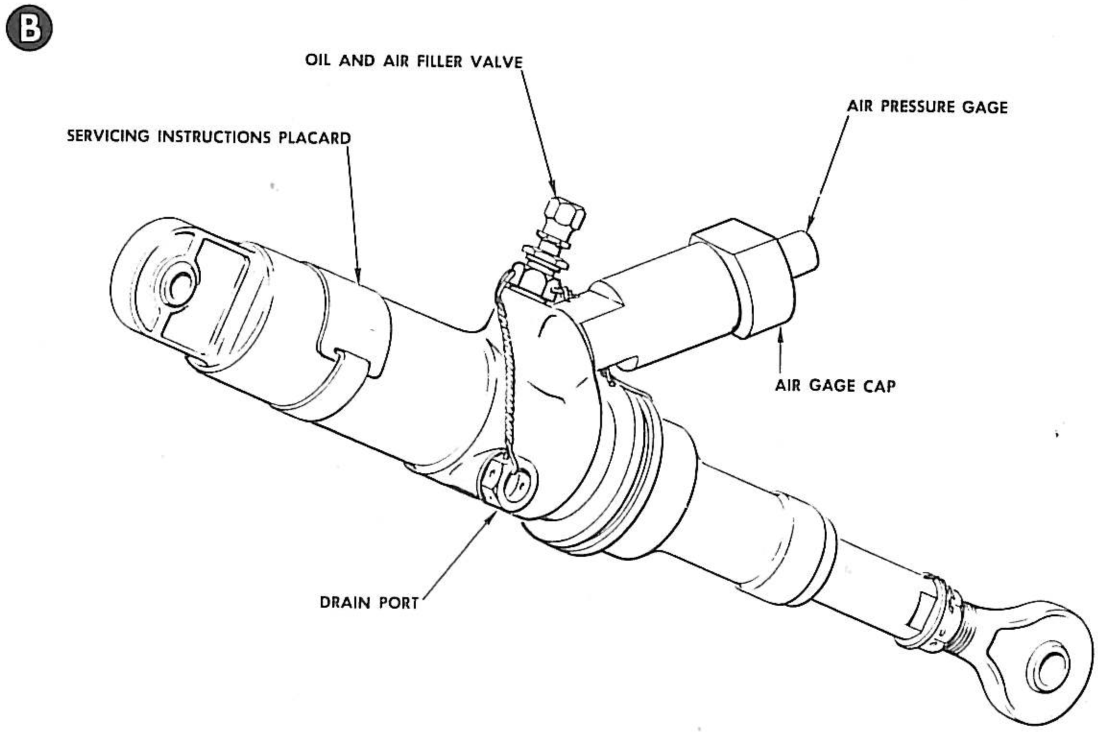

A
A
SWIVEL NUT
FWD
AIR FILLER VALVE
AIR VALVE CAP
.30.30.12.011

SHOCK STRUT AIR-OIL FILLER

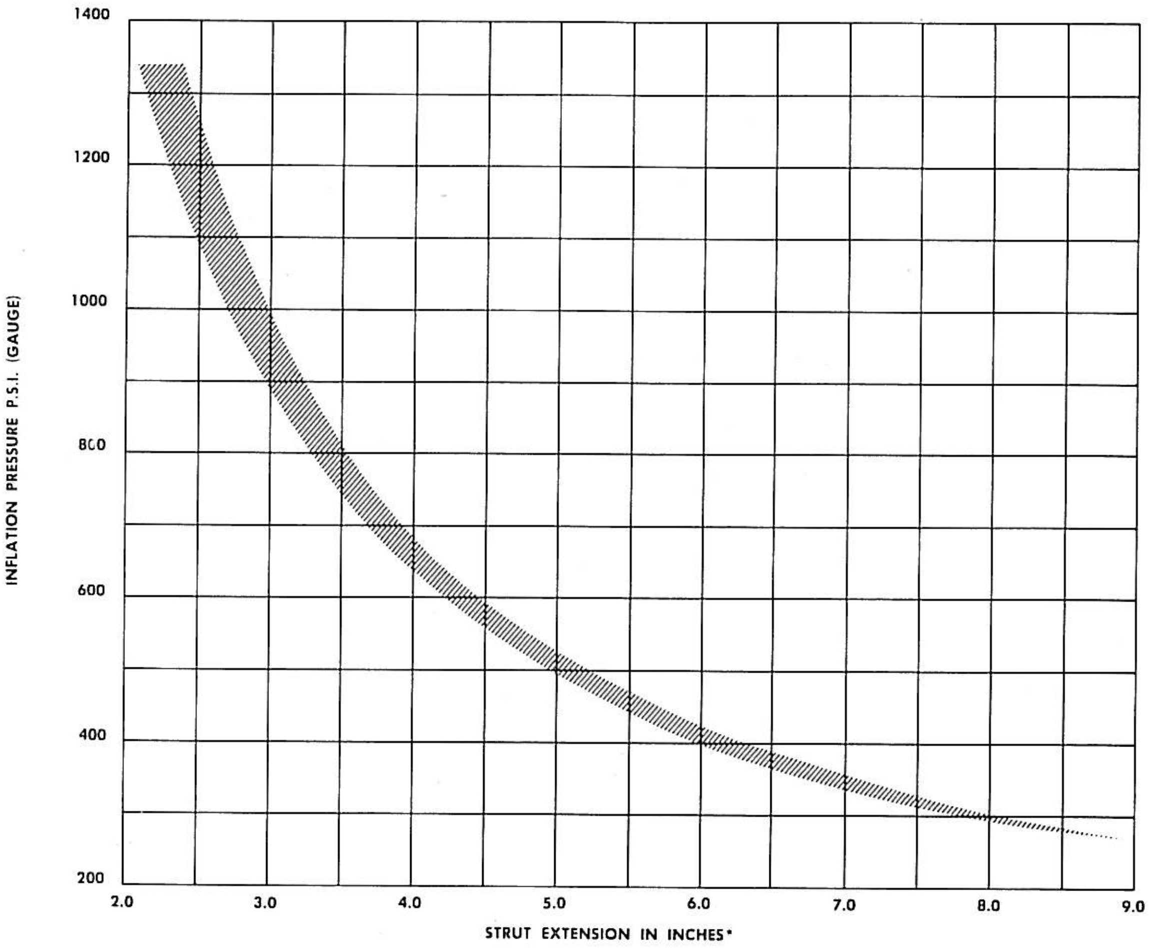
Servicing Nose Landing Gear
Figure 201

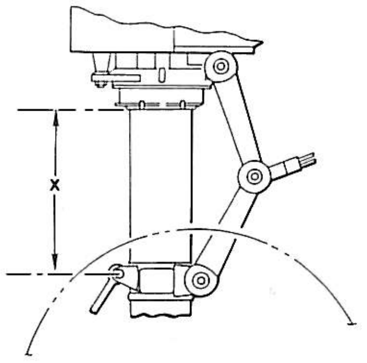

FWD
A
B
INBD
A
FWD
FILLER VALVE
INBD
VIEW ROTATED 180°

SHOCK STRUT AIR-OIL FILLER VALVE


B
OIL AND AIR FILLER VALVE
AIR PRESSURE GAGE
SERVICING INSTRUCTIONS PLACARD
AIR GAGE CAP
DRAIN PORT
30 30 12 009 B

Servicing Main Landing Gear
and Truck Positioners
Figure 202



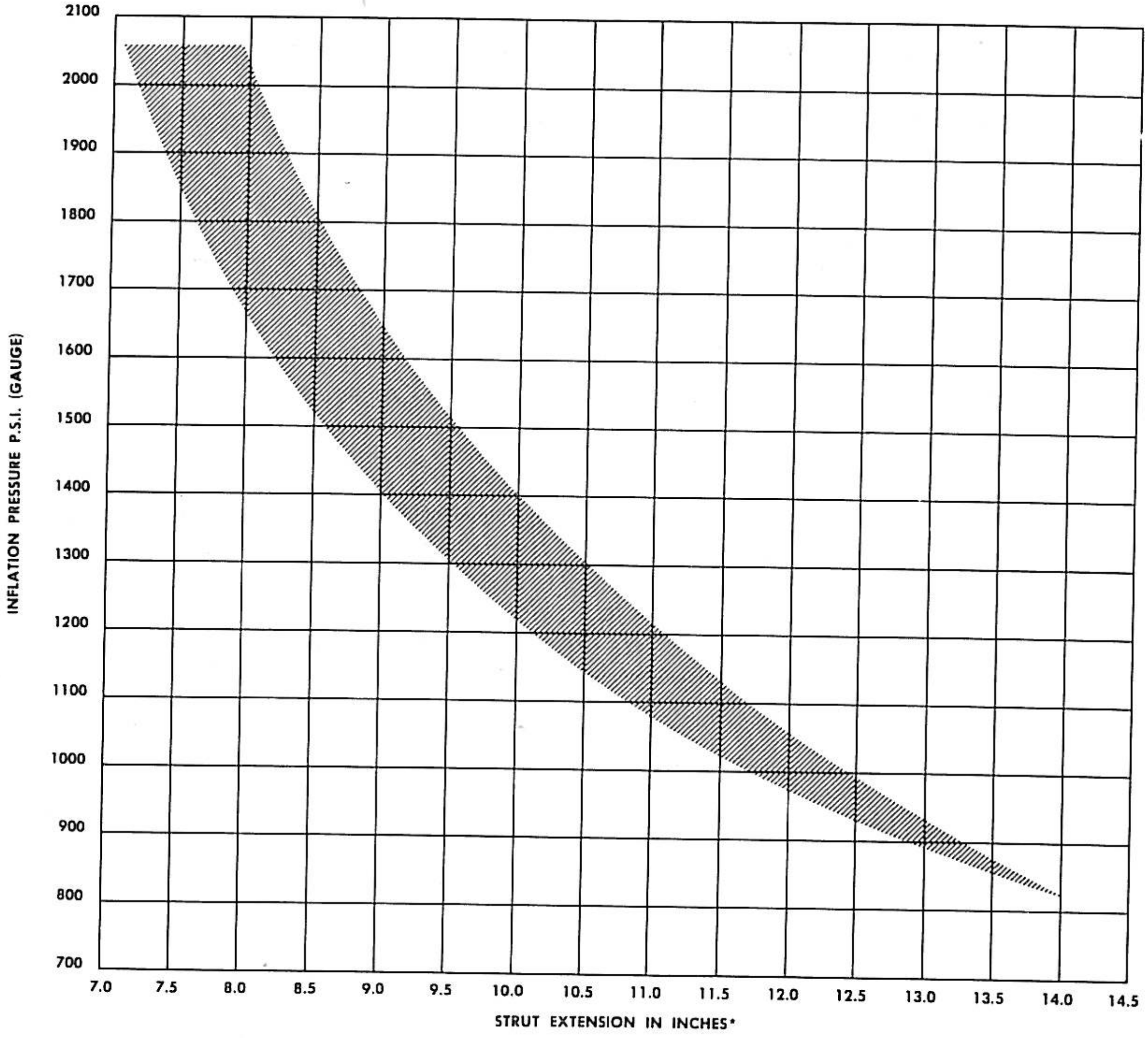


NOSE LANDING GEAR SHOCK STRUT

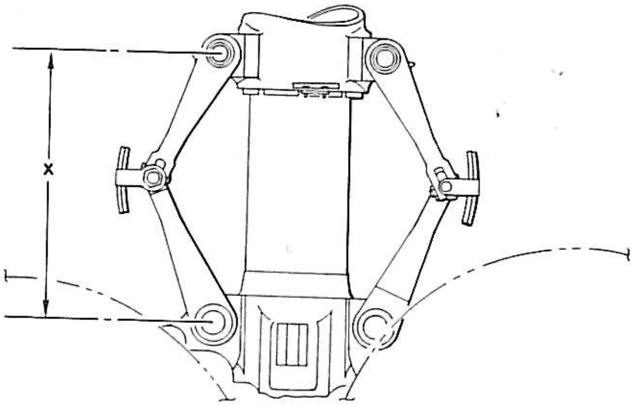
***NOTE:**
MEASURE DIMENSION X FROM EDGE OF GLAND NUT TO CENTER OF UPPER JACK PAD LUG.

30.02.12.056 A

Servicing Nose Landing Gear Shock Strut
Figure 203



***NOTE:**
MEASURE DIMENSION X FROM CENTER OF UPPER AND LOWER TORQUE ARM LUGS.



MAIN LANDING GEAR SHOCK STRUT (TYPICAL)

30.02 12 057

Servicing Main Landing Gear Shock Strut
Figure 204

(5) Allow all air to escape from open port before installing air valve.

NOTE: Foaming of the fluid indicates the presence of air. Allow sufficient time for foaming action to stop, then refill strut.

(6) Lubricate threads on air valve body with Parker Sealube, or equivalent.

(7) Install air valve assembly in port. Tighten valve body to a torque value of 100 to 110 inch-pounds and secure with safety wire. Tighten and then loosen hex swivel nut one-quarter turn maximum.

(8) Connect source of dry compressed nitrogen or air to valve.

(9) Inflate shock struts until proper distance between measuring points is obtained (see Figures 203 and 204).

NOTE: Shock strut extension should be checked after airplane has been rolled forward and backward several feet to overcome packing friction. Over-inflation can occur, causing subsequent hard landings, takeoffs and taxiing.

(10) Close (turn clockwise) hex swivel nut after proper strut inflation is obtained; tighten swivel nut to a torque value of 50 to 70 inch-pounds.

(11) Shut off and remove source of dry compressed air or nitrogen.

(12) Replace air valve cap; tighten cap to a torque value of 15 to 25 inch-pounds.

(13) Return airplane to normal configuration.

2. Servicing Main Landing Gear Truck Positioners (see Figure 202)

A. General.

Servicing a truck positioner consists of checking the unit for the proper air pressure (1950 to 2300 psig) prior to each flight. Each truck positioner should also be checked approximately every ten days, or as often as necessary to maintain satisfactory operation. To properly service the positioner, the landing gear wheels must be in a level ground position.

B. Equipment Required.

(1) Source of dry compressed air or nitrogen, equipped with integral pressure gage.

(2) Hydraulic fluid, Specification MIL-H-5606.

TEMPORARY REVISION NO. 12-32.

Insert facing 12-5-0, Page 206 dated Dec. 30/63 (or subsequent).

The information in this temporary revision is applicable to airplanes not modified per Service Bulletin 32-48. For airplanes that have been modified per Service Bulletin 32-48, use the information on Page 206.

Retain this temporary revision in your manual until applicable airplanes have been modified per noted service bulletin.

Page 206, add the following procedural steps preceding step C.(6), then renumber existing steps C.(6) through C.(13) to C.(11) through C.(18):

(6) Jack nose of airplane to extend nose landing gear strut piston a minimum of one inch (refer to Chapter 7, LIFTING AND SHORING).

NOTE: Strut piston obstructs air valve port when strut is fully compressed.

(7) Fill strut through air valve port with hydraulic fluid (Specification MIL-H-6083 or MIL-H-5606) until fluid is level with filler port.

(8) Cycle strut by slowly extending and retracting nose jack several times to free entrapped air. Strut should not be fully compressed during the cycling.

(9) Allow sufficient time for foaming of fluid to stop, then refill strut with fluid.

(10) Slowly lower nose jack until strut is fully compressed. (Fluid must overflow filler port when strut is fully compressed.)

TEMPORARY REVISION NO. 12-14.

Insert facing 12-5-0, Page 207, dated Sep. 10/62 (or subsequent).

The instructions in this temporary revision are to be used for airplanes not modified per Service Bulletin No. 32-2. For airplanes that have been modified per Service Bulletin No. 32-2, no truck positioner fluid servicing instructions are necessary.

Retain this temporary revision in your manual until all applicable airplanes have been modified per noted service bulletin.

Page 207, add the following instructions after Paragraph C.

D. Add Fluid to Truck Positioner.

(1) Remove cap from truck positioner air filler valve.

(2) Loosen (turn counterclockwise) hex swivel nut (do not turn valve body) on air filler valve one-quarter turn maximum to release air pressure.

(3) Cut safety wire and remove entire air charging valve assembly from truck positioner.

(4) Cut safety wire and remove drain plug from side of truck positioner.

(5) Add clean fluid through air valve port until fluid overflows from drain port on side of positioner; allow sufficient time for oil to settle in truck positioner and excess fluid to drain.

(a) Use fluid Specification MIL-H-5606 in truck positioners 9991C-210, -210A, -210B, -210C, -210D, -210E and -210F.

(b) Use fluid Specification MIL-L-2104 in truck positioner 9991C-210G.

(6) Install drain plug and secure with safety wire.

(7) Install air charging valve assembly in port on truck positioner; torque valve assembly body to a value of 100 to 110 inch-pounds and secure with safety wire.

(8) Charge truck positioner with dry compressed air or nitrogen as outlined in Paragraph C.

TEMPORARY REVISION NO. 12-33.

Insert facing 12-5-0, Page 207 dated Dec. 30/63 (or subsequent).

The information in this temporary revision is applicable to airplanes not modified per Service Bulletin 32-2A. For airplanes that have been modified per Service Bulletin 32-2A, use the information on Page 207.

Retain this temporary revision in your manual until applicable airplanes have been modified per noted service bulletin.

Page 207, delete step D.(5) and substitute the following:

(5) Add clean fluid through air valve port until fluid flows from drain port on side of positioner; allow sufficient time for oil to settle in truck positioner and excess fluid to drain.

  (a) Use fluid Specification MIL-H-5606 in truck positioners 9991C-210, -210A, -210B, -210C, -210D, -210E, -210F, -210K and -210L.

  (b) Use fluid Specification MIL-L-2104 in truck positioner 9991C-210G.

  (c) Truck positioner 9991C-210H and -210J should not be serviced with fluid. This truck positioner is serviced at overhaul only with grease (MIL-L-4343).

C. Charge Truck Positioner.

WARNING: DO NOT ATTEMPT TO REGULATE TRUCK POSITIONER AIR PRESSURE BY ADJUSTING AIR GAGE CAP. AIR GAGE IS CALIBRATED FOR 1950 PSIG. IF INSPECTION SEAL IS BROKEN OR TAMPERED WITH, UNIT MUST BE REMOVED AND RECALIBRATED.

(1) Depress air gage plunger and release. If flat on gage is even with or below top surface of cap, unit requires charging.

(2) Remove cap from truck positioner air filler valve.

(3) Connect source of dry compressed air or nitrogen to air valve stem.

(4) Loosen (turn counterclockwise) hex swivel nut (do not turn valve body) on air filler valve one-quarter turn maximum and service as follows:

(a) With landing gear wheels in a level ground position (either weight of airplane on landing gear or landing gear truck jacked to a level position), charge unit with dry air or nitrogen to a pressure of 2300 psig.

(b) With airplane on fuselage jacks and wheels clear of ground, charge unit with dry air or nitrogen to a pressure of 2000 psig.

(5) Tighten (turn clockwise) hex swivel nut to a torque value of 50 to 70 inch-pounds.

(6) Remove source of dry compressed air or nitrogen.

(7) Replace air valve cap; tighten cap to a torque value of 15 to 25 inch-pounds.

D. Add Fluid to Truck Positioner.

(1) Remove cap from truck positioner air filler valve.

(2) Loosen (turn counterclockwise) hex swivel nut (do not turn valve body) on air filler valve one-quarter turn maximum to release air pressure.

(3) Cut safety wire and remove entire air charging valve assembly from truck positioner.

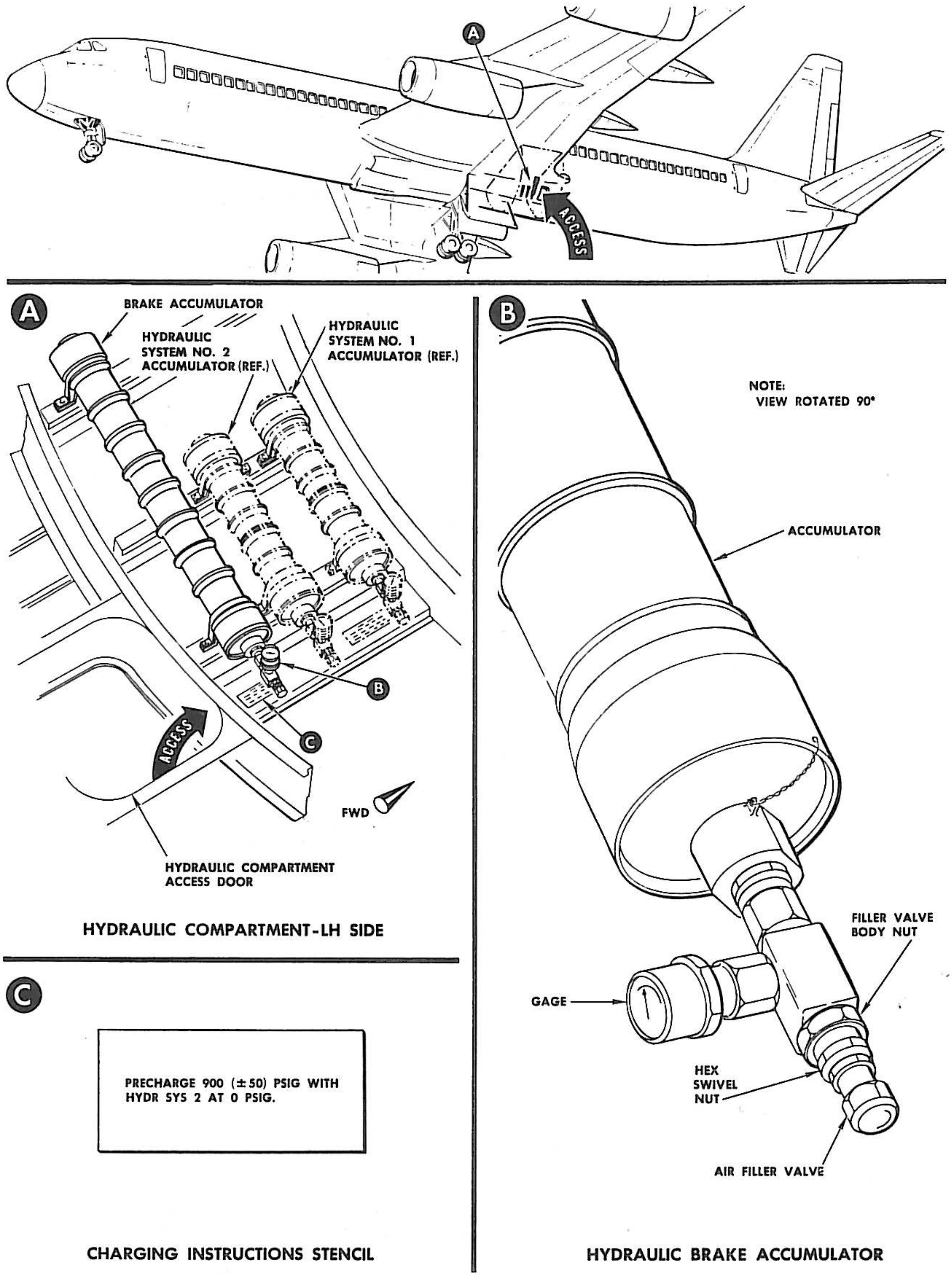
(4) Cut safety wire and remove drain plug from side of truck positioner.

(5) Add clean fluid (MIL-H-5606) through air valve port until fluid overflows from drain port on side of positioner; allow sufficient time for oil to settle in truck positioner and excess fluid to drain.

(6) Install drain plug and secure with safety wire.

(7) Install air charging valve assembly in port on truck positioner; tighten valve assembly body to a torque value of 100 to 110 inch-pounds and secure with safety wire.

(8) Charge truck positioner with dry compressed air or nitrogen as outlined in Paragraph C.


A
ACCESS
A
BRAKE ACCUMULATOR
HYDRAULIC SYSTEM NO. 2 ACCUMULATOR (REF.)
HYDRAULIC SYSTEM NO. 1 ACCUMULATOR (REF.)
B
C
ACCESS
FWD
HYDRAULIC COMPARTMENT ACCESS DOOR
B
NOTE: VIEW ROTATED 90°
ACCUMULATOR
FILLER VALVE BODY NUT
GAGE
HEX SWIVEL NUT
AIR FILLER VALVE
C

HYDRAULIC COMPARTMENT-LH SIDE

PRECHARGE 900 (±50) PSIG WITH HYDR SYS 2 AT 0 PSIG.

CHARGING INSTRUCTIONS STENCIL

HYDRAULIC BRAKE ACCUMULATOR

30.30.12.015A

Charging Main Landing Gear Brake Accumulator
Figure 205

(6) Remove source of dry compressed air or nitrogen.

(7) Replace air valve cap; torque cap to a value of 15 to 25 inch-pounds.

D. Add Fluid to Truck Positioner.

(1) Remove cap from truck positioner air filler valve.

(2) Loosen (turn counterclockwise) hex swivel nut (do not turn valve body) on air filler valve one-quarter turn maximum to release air pressure.

(3) Cut safety wire and remove entire air charging valve assembly from truck positioner.

(4) Cut safety wire and remove drain plug from side of truck positioner.

(5) Add clean fluid (MIL-H-5606) through air valve port until fluid overflows from drain port on side of positioner; allow sufficient time for oil to settle in truck positioner and excess fluid to drain.

(6) Install drain plug and secure with safety wire.

(7) Install air charging valve assembly in port on truck positioner; torque valve assembly body to a value of 100 to 110 inch-pounds and secure with safety wire.

(8) Charge truck positioner with dry compressed air or nitrogen as outlined in Paragraph C.

3. Servicing Main Landing Gear Brake Accumulator (see Figure 205)

A. General.

When checking the main landing gear brake accumulator for proper charge, observe that the No. 2 hydraulic system pressure has been reduced to zero.

B. Equipment Required.

(1) Source of dry filtered nitrogen or air (with integral gage for measuring the gaseous charge in the acculator).

C. Charge Main Landing Gear Brake Accumulator.

(1) Relieve No. 2 hydraulic system pressure.

(2) Operate main landing gear brakes 15 times (BRAKE PRESS INDICATOR shall read 0 (±20) psig.

WARNING: IN STEPS 3 THROUGH 8, WHEN REMOVING VALVE CAP AND OPENING VALVE BODY, HOLD VALVE BODY FIRMLY WITH WRENCH. A LOOSENED VALVE BODY COULD BE BLOWN OUT BY INTERNAL PRESSURE, CAUSING SERIOUS INJURY TO PERSONNEL.

(3) Remove cap from filler valve.

(4) Connect source of dry filtered nitrogen to filler valve, insuring that connection is secure.

(5) Open filler valve by turning hex swivel nut counterclockwise 2-1/4 turns maximum.

(6) Open valve on external source of nitrogen and charge accumulator to 900 (±50) psig.

NOTE: Read charge from gage on nitrogen bottle.

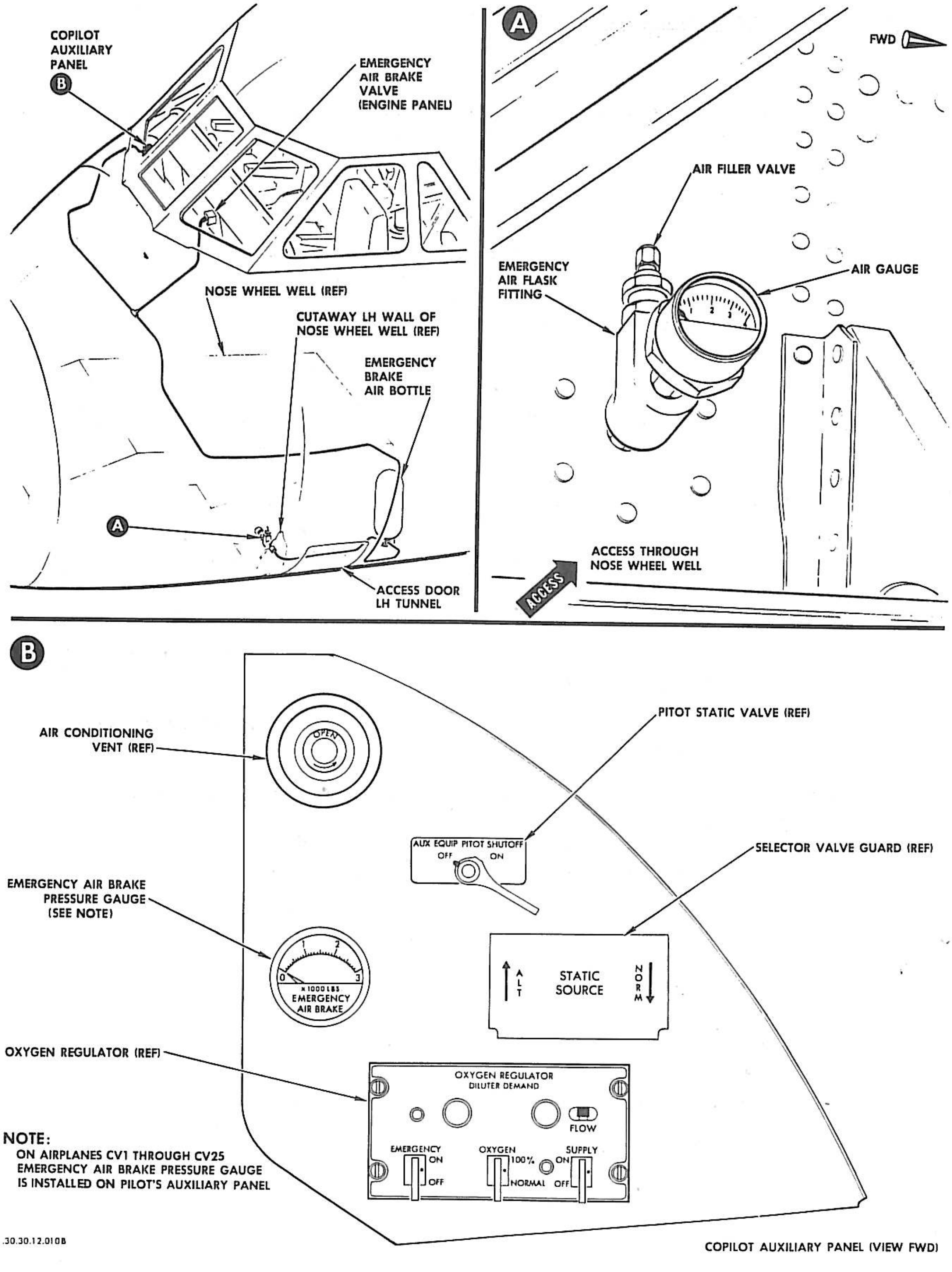
(7) Close filler valve by turning hex swivel nut clockwise. Torque swivel nut to a value of 50 to 78 inch-pounds.

(8) Close valve on external source of nitrogen.

WARNING: IN STEP (9), WHEN REMOVING SOURCE OF NITROGEN, HOLD VALVE BODY WITH WRENCH TO PREVENT VALVE FROM TURNING.

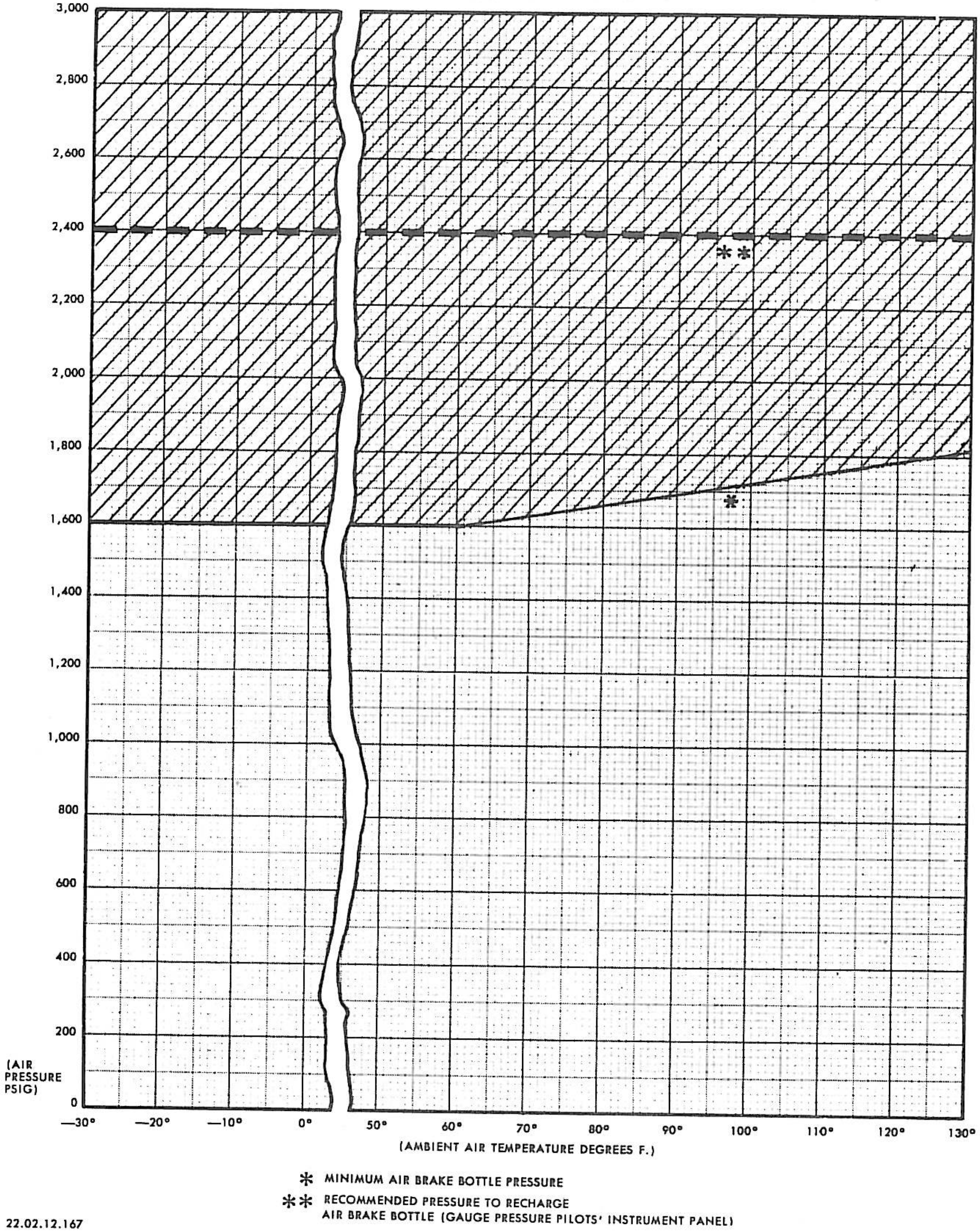
(9) Disconnect source of nitrogen from filler valve.

(10) Install filler valve cap.


COPILOT AUXILIARY PANEL
B
EMERGENCY AIR BRAKE VALVE (ENGINE PANEL)
NOSE WHEEL WELL (REF)
CUTAWAY LH WALL OF NOSE WHEEL WELL (REF)
EMERGENCY BRAKE AIR BOTTLE
A
ACCESS DOOR LH TUNNEL
A
FWD
AIR FILLER VALVE
AIR GAUGE
EMERGENCY AIR FLASK FITTING
ACCESS
ACCESS THROUGH NOSE WHEEL WELL
B
AIR CONDITIONING VENT (REF)
OPEN
PITOT STATIC VALVE (REF)
AUX EQUIP PITOT SHUTOFF
OFF
ON
SELECTOR VALVE GUARD (REF)
EMERGENCY AIR BRAKE PRESSURE GAUGE (SEE NOTE)
0
1
2
3
x 1000 LBS
EMERGENCY AIR BRAKE
ALT
STATIC SOURCE
NORM
OXYGEN REGULATOR (REF)
OXYGEN REGULATOR
DILUTER DEMAND
FLOW
EMERGENCY
ON
OFF
OXYGEN
100%
NORMAL
SUPPLY
ON
OFF
.30.30.12.010B
COPILOT AUXILIARY PANEL (VIEW FWD)

NOTE:
ON AIRPLANES CV1 THROUGH CV25 EMERGENCY AIR BRAKE PRESSURE GAUGE IS INSTALLED ON PILOT'S AUXILIARY PANEL

Servicing Brake Emergency Air Supply
Figure 206



Brake Emergency Air Supply Bottle
Temperature vs Pressure Graph
Figure 207

4. Servicing Brake Emergency Air System (see Figures 206 and 207)

A. General.

The brake emergency air storage flask is located on the forward left side of the fuselage in the electrical equipment tunnel. The flask is charged with dry compressed air or nitrogen through a filler valve located at the left-center side of the nose wheel well. Servicing instructions are placarded adjacent to the nose wheel well filler valve. When air flask pressure drops to 2400 psig, as indicated by the pilots/emergency air brake pressure gage, recharge flask to 3000 psig. Refer to Figure 207 for minimum acceptable air flask pressures under various ambient temperature conditions.

B. Equipment Required. Source of dry compressed air or nitrogen.

C. Charge Brake Emergency Air Storage Flask.

WARNING: IN THE FOLLOWING STEPS, WHEN REMOVING VALVE CAP OR OPENING VALVE, HOLD VALVE BODY NUT FIRMLY WITH WRENCH. A LOOSENED VALVE ASSEMBLY COULD BE BLOWN OUT BY INTERNAL PRESSURES CAUSING SERIOUS INJURY OR FATALITY TO PERSONNEL.

(1) Remove cap from air filler valve.

(2) Connect source of dry compressed air or nitrogen to filler valve; ascertain that connection is secure.

(3) Open filler valve by turning hex swivel nut counterclockwise.

(4) Open valve on external air or nitrogen supply and charge air flask to 3000 (±100) psig.

(5) Close filler valve by turning swivel nut clockwise; torque swivel nut to value of 50 to 70 inch-pounds.

(6) Close valve on external air or nitrogen source.

WARNING: WHEN REMOVING SOURCE OF AIR OR NITROGEN IN STEP (7) FOLLOWING, HOLD VALVE BODY FIRMLY WITH WRENCH TO PREVENT VALVE FROM TURNING.

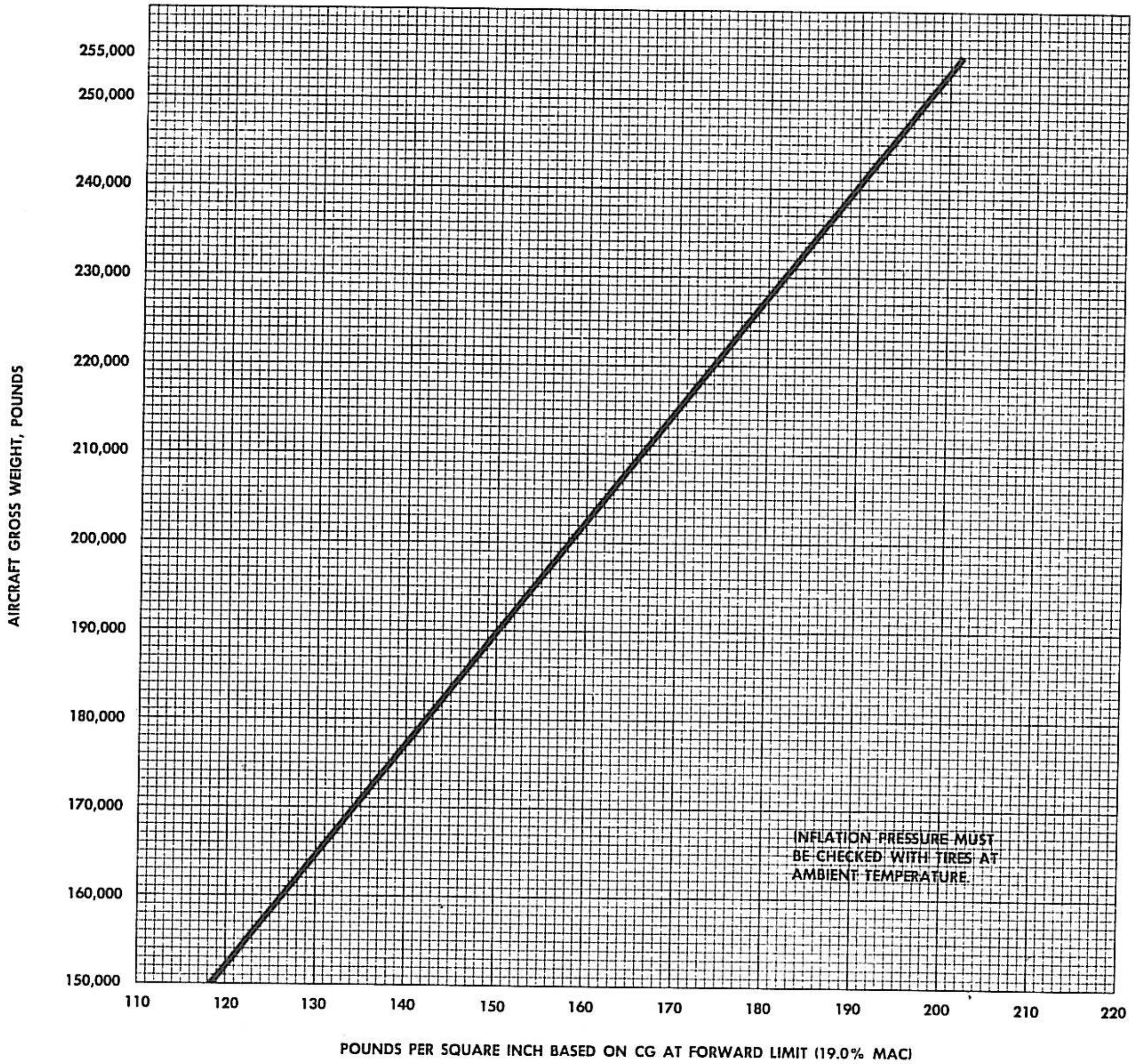
(7) Disconnect external source of air or nitrogen from filler valve.

(8) Replace valve cap.

5. Servicing Nose and Main Landing Gear Tires (see Figures 208 and 209)

A. General.

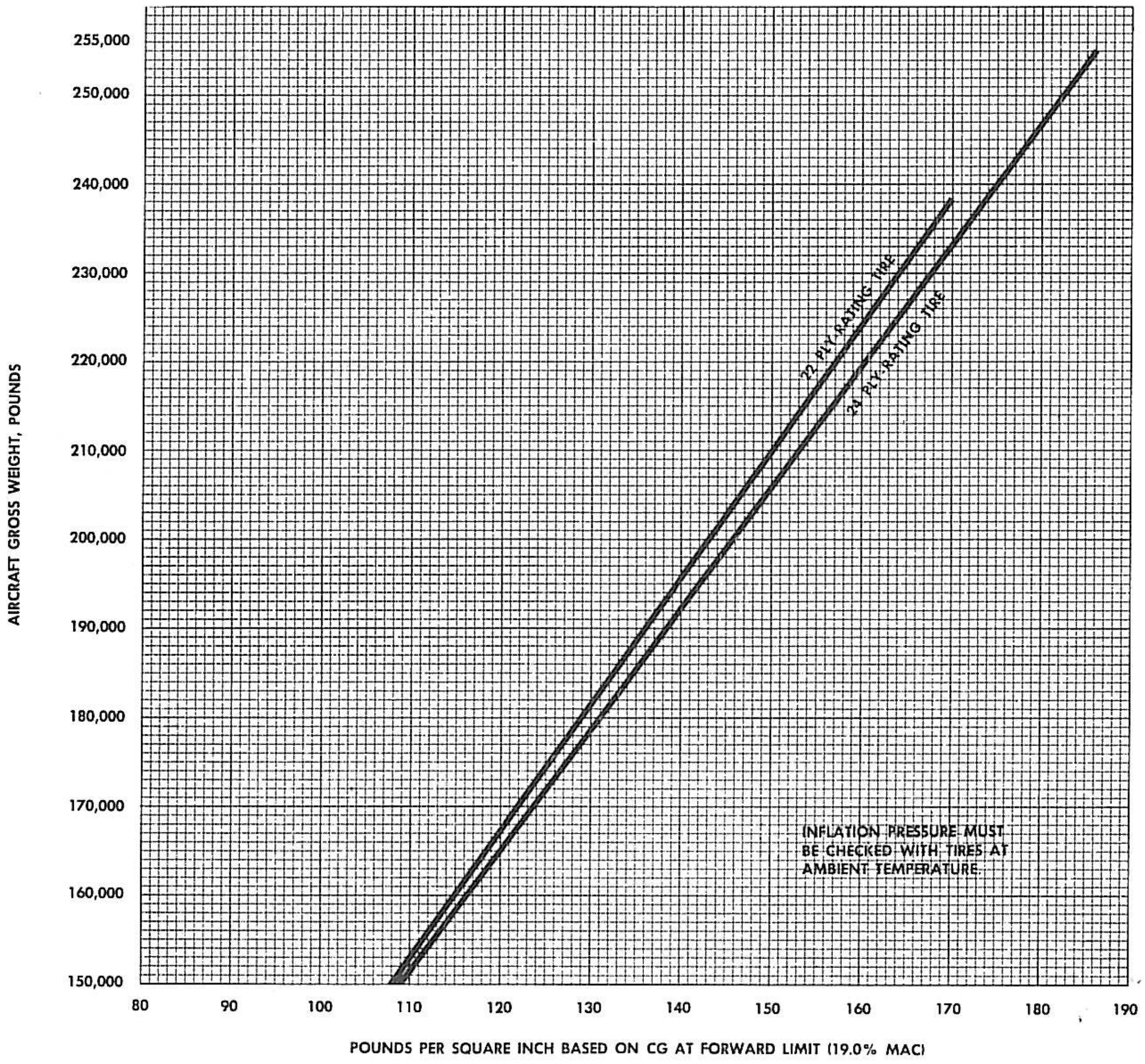
Inflation pressures of the landing gear tires are governed by the gross weight of the airplane. See Figures 208 and 209 for correct inflation pressures for the nose and main gear tires respectively.



MAXIMUM RATED PRESSURE
OF NOSE LANDING GEAR
TIRES IS 230 PSI.

30.02.12.052 B

Servicing Nose Landing Gear Tires
Figure 208



NOTE:

MAXIMUM RATED PRESSURE OF 22 PLY-RATING MAIN LANDING GEAR TIRES IS:
170 PSI AT AFT LIMIT (32% MAC)

MAXIMUM RATED PRESSURE OF 24 PLY-RATING MAIN LANDING GEAR TIRES IS:
190 PSI.

30.02.12.053 D

Servicing Main Landing Gear Tires
Figure 209

TEMPORARY REVISION NO. 12-22

Insert facing 12-6-0, Page 201, dated Feb. 1/62.

Page 201, in paragraph C, delete steps (a), (b), and (c) and substitute the following:

(a) 670 psig at 130 degrees F (54 degrees C).

(b) 645 psig at 110 degrees F (43 degrees C).

(c) 620 psig at 90 degrees F (32 degrees C).

(d) 600 psig at 70 degrees F (21 degrees C).

(e) 580 psig at 50 degrees F (10 degrees C).

(f) 555 psig at 30 degrees F (-1 degree C).

(g) 535 psig at 10 degrees F (-12 degrees C).

(h) 510 psig at -10 degrees F (-23 degrees C).

(i) 485 psig at -30 degrees F (-34 degrees C).

Page 201, in paragraph D, delete steps (a), (b), and (c) and substitute the following:

(a) 1615 psig at 130 degrees F (54 degrees C).

(b) 1560 psig at 110 degrees F (43 degrees C).

(c) 1505 psig at 90 degrees F (32 degrees C).

(d) 1450 psig at 70 degrees F (21 degrees C).

(e) 1395 psig at 50 degrees F (10 degrees C).

(f) 1340 psig at 30 degrees F (-1 degree C).

(g) 1285 psig at 10 degrees F (-12 degrees C).

(h) 1230 psig at -10 degrees F (-23 degrees C).

(i) 1175 psig at -30 degrees F (-34 degrees C).

OXYGEN SYSTEM SERVICING

1. Servicing Oxygen System (see Figure 201)

A. Servicing the oxygen system consists of replacing the oxygen supply bottles when their contents have been depleted below the minimum requirements.

B. Equipment Required - None.

C. Service Flight Crew Oxygen System.

(1) Observe flight crew (forward two) oxygen bottle pressure gages; replace oxygen bottle(s) if gage(s) indicates less than:

(a) 630 psig at 100 degrees F (37.8 degrees C).

(b) 600 psig at 70 degrees F (21.1 degrees C).

(c) 595 psig at 50 degrees F (10.0 degrees C).

NOTE: Refer to Chapter 35, OXYGEN for Removal/Installation of oxygen bottles.

D. Service Passenger Oxygen System.

(1) Ascertain that manual override switches on automatic-opening and continuous-flow regulators are in OFF position.

(2) Observe passenger (aft two) oxygen bottle pressure gages; replace oxygen bottle(s) if gage(s) indicates less than:

(a) 1550 psig at 100 degrees F (37.8 degrees C).

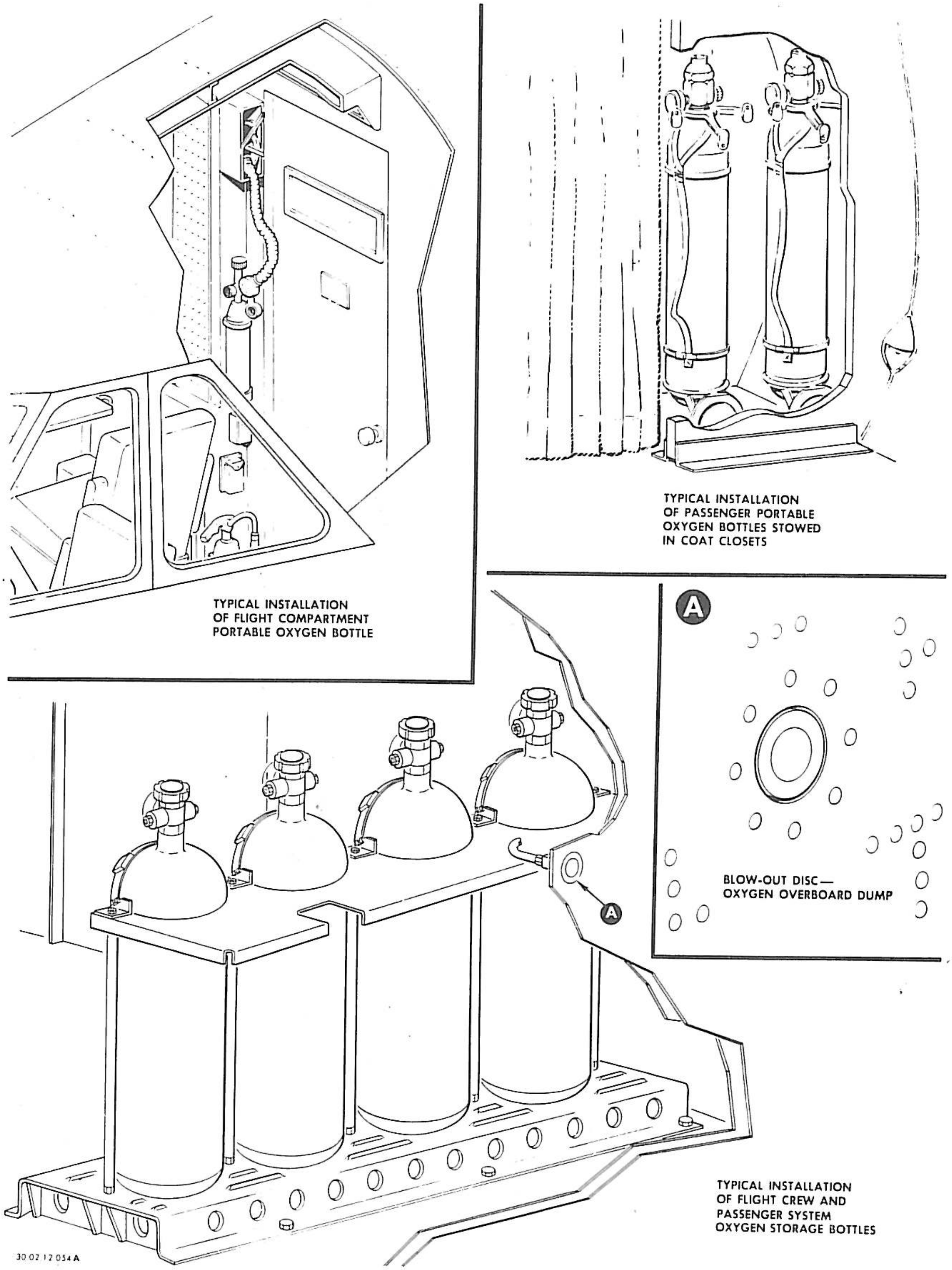
(b) 1450 psig at 70 degrees F (21.1 degrees C).

(c) 1400 psig at 50 degrees F (10.0 degrees C).

NOTE: Refer to Chapter 35, OXYGEN for Removal/Installation of oxygen bottles.

E. Service Flight Crew and Passenger Portable Oxygen Bottles.

(1) Replace portable oxygen bottle(s) if constant-reading pressure gage(s) indicate less than 1850 (±50) psig.


TYPICAL INSTALLATION OF FLIGHT COMPARTMENT PORTABLE OXYGEN BOTTLE
TYPICAL INSTALLATION OF PASSENGER PORTABLE OXYGEN BOTTLES STOWED IN COAT CLOSETS
A
BLOW-OUT DISC— OXYGEN OVERBOARD DUMP
A
TYPICAL INSTALLATION OF FLIGHT CREW AND PASSENGER SYSTEM OXYGEN STORAGE BOTTLES
30 02 12 054 A

Servicing Oxygen System
Figure 201

FRESH WATER SYSTEM SERVICING

1. Fresh Water System Servicing (see Figure 201)

A. General.

The fresh water system is serviced at a service panel located just forward of the left wing, on the lower side of the fuselage at station 650. An aft drain is located on the lower left-hand side of the fuselage just aft of the aft main entrance door at fuselage station 1388.

B. Equipment Required.

(1) Potable water service cart equipped with a hose and Roylyn 1002-12C adapter fitting.

(2) Suitable container to collect water at faucets, filters, and coffee makers.

C. Drain Fresh Water Tank.

(1) Open WATER PUMP CONT and WATER PUMP WARN circuit breakers located on the main circuit breaker panel.

(2) Turn WATER PUMP switch located on the flight engineer's control panel to OFF.

(3) Open fresh water system service panel access door.

(4) Remove safety pin from DRAIN handle and move handle in direction indicated by arrow.

NOTE: Allow water to drain completely from tank.

(5) Unscrew cap on PRESSURE RELEASE and FILL handle and move handle in direction indicated by arrow on handle.

(6) Place DRAIN handle in neutral position and replace safety pin.

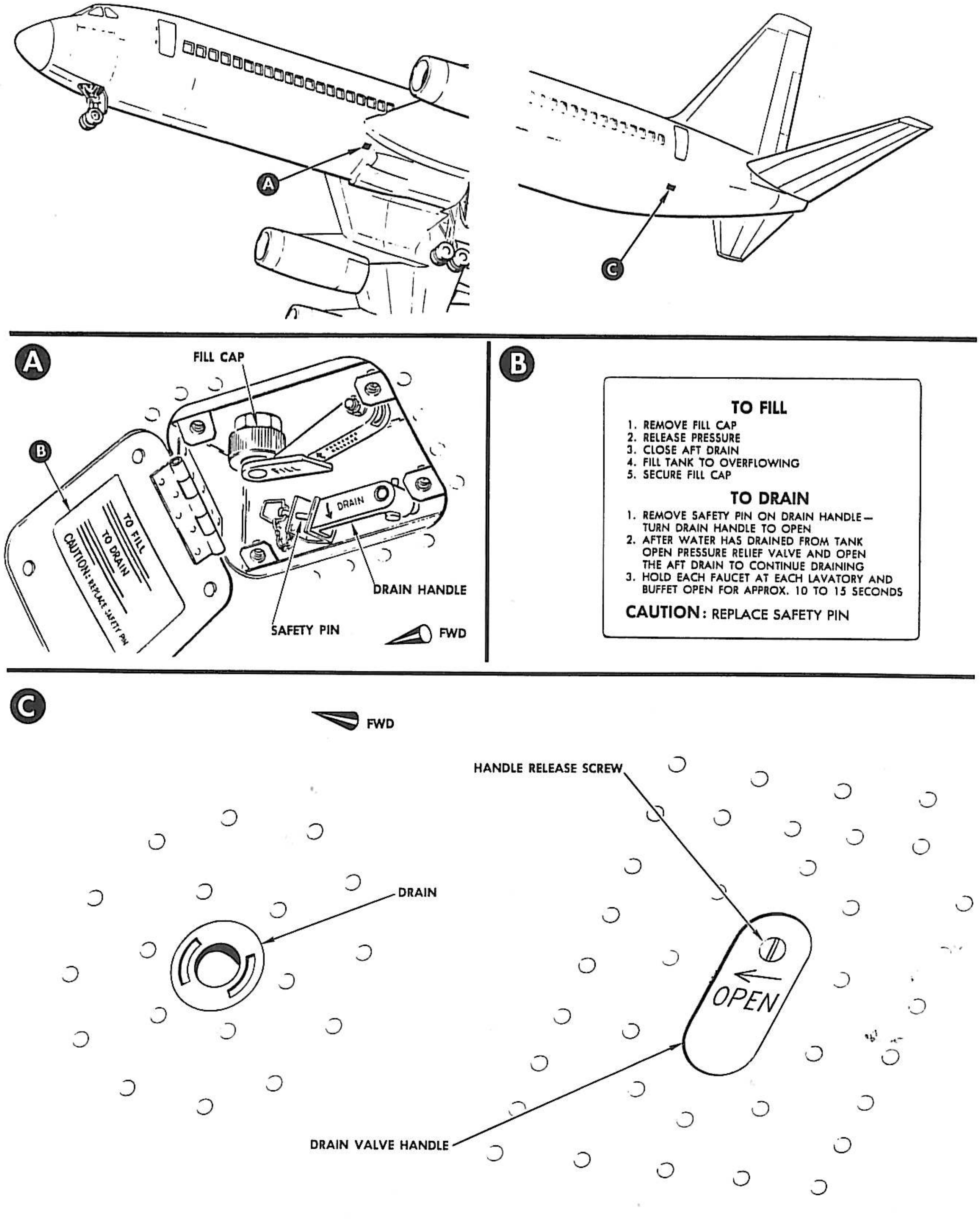
(7) Place PRESSURE RELEASE and FILL handle in neutral position and secure (screw tight) cap.

(8) Close WATER PUMP CONT and WATER PUMP WARN circuit breakers.

D. Drain Fresh Water System.

(1) Drain fresh water tank (refer to paragraph C).

(2) Open the three FWD HOT WATER HEATER and three AFT HOT WATER HEATER circuit breakers located on the main circuit breaker panel.


A
C
A
FILL CAP
B
TO FILL
TO DRAIN
CAUTION: REPLACE SAFETY PIN
FILL
DRAIN
DRAIN HANDLE
SAFETY PIN
FWD
B
C
FWD
HANDLE RELEASE SCREW
DRAIN
OPEN
DRAIN VALVE HANDLE

TO FILL

1. REMOVE FILL CAP
2. RELEASE PRESSURE
3. CLOSE AFT DRAIN
4. FILL TANK TO OVERFLOWING
5. SECURE FILL CAP

TO DRAIN

1. REMOVE SAFETY PIN ON DRAIN HANDLE— TURN DRAIN HANDLE TO OPEN
2. AFTER WATER HAS DRAINED FROM TANK OPEN PRESSURE RELIEF VALVE AND OPEN THE AFT DRAIN TO CONTINUE DRAINING
3. HOLD EACH FAUCET AT EACH LAVATORY AND BUFFET OPEN FOR APPROX. 10 TO 15 SECONDS

CAUTION: REPLACE SAFETY PIN

.30.30.12.013 B

Fresh Water System Service Panel
Figure 201

(3) Unscrew cap on PRESSURE RELEASE and FILL handle and move handle in direction indicated by arrow on handle.

(4) Open aft drain, located on lower left-hand side of fuselage just aft of the aft main entrance door, by turning Camloc screw 1/4 turn, grasping extended handle, and turning in direction indicated by arrow.

NOTE: The aft fuselage drain is used to drain the water supply lines that run to the aft end of the airplane.

(5) Enter airplane and, starting with the forward lavatories, open all faucets in each lavatory for approximately 10 to 15 seconds or until all water has stopped draining. Open drain valves on water heaters and drinking water filters and allow all water to drain.

(6) Drain water from each buffet by opening drinking water and coffee maker faucets. Close faucets when water has drained completely.

(7) Drain aft lavatories water system plumbing in same manner as forward lavatories.

(8) Close all water heater and drinking water filter drain valves.

(9) Place water service panel DRAIN handle in neutral position and replace safety pin. Close aft fuselage drain and secure handle with Camloc screw.

(10) Place PRESSURE RELEASE and FILL handle in neutral position and secure (screw tight) cap.

E. Fill Fresh Water Tank and System.

(1) Check that all buffet and lavatory faucets, and water heater and drinking water filter drain valves are closed.

(2) Insure that aft fuselage drain is closed.

(3) Insure that water service panel DRAIN handle is closed and that safety pin is installed.

(4) Open fill port cap and turn handle to vent position.

(5) Connect filler hose to service panel fill port and fill tank until water runs out of vent line. Shut off water supply.

(6) Pressurize water system (refer to Chapter 38, WATER/WASTE).

(7) Bleed air from system by opening each faucet in all lavatories and buffets until water flows from each faucet.

(8) Refill water tank until water runs out of vent line.

(9) Remove water fill hose and restore airplane to normal configuration.

F. Drain Fresh Water System and Tank - Cold Weather Operations

CAUTION: THE FRESH WATER SYSTEM MUST BE COMPLETELY DRAINED WHENEVER THE AIRPLANE IS TO BE EXPOSED TO FREEZING TEMPERATURES FOR EXTENDED PERIODS OF TIME.

(1) Perform steps D.(1) through D.(7).

(2) Leave aft drain in OPEN position.

(3) Leave PRESSURE RELEASE and FILL and DRAIN handles in OPEN position to prevent residual water from collecting and freezing in lines.

*(4) Remove filter cartridges from lavatory drinking water filters.

---

* Applicable to airplanes CV26 through CV34.

1. Waste System Servicing (see Figure 201)

A. General.

The forward lavatories service panel is located just below and forward of the forward service door, and the aft lavatories service panel is located at the fuselage bottom centerline just forward of the tail cone access door. Servicing instructions are placarded on the inner surface of each lavatory panel access door.

B. Equipment Required.

(1) Service cart equipped as follows:

(a) Waste tank with minimum capacity of 160 gallons.

(b) Minimum fresh water supply of 120 gallons.

(c) Water pump capable of pumping approximately 10 gpm.

(d) Drain hose equipped with Roylon 2651-127D adapter.

(e) Flush-charge hose equipped with Roylon 1041-16C adapter fitting.

(2) Degerm solution.

(3) Anti-freeze (ethylene glycol base).

C. Drain Waste Tanks.

(1) Open lavatory service panel access door(s).

WARNING: IN STEP (2) FOLLOWING, PRIOR TO REMOVING THE WASTE DRAIN OUTLET CAP, OPEN PETCOCK IN CENTER OF CAP TO CHECK FOR PRESENCE OF WASTE MATTER; CLOSE PETCOCK WHEN FLOW (IF ANY) STOPS.

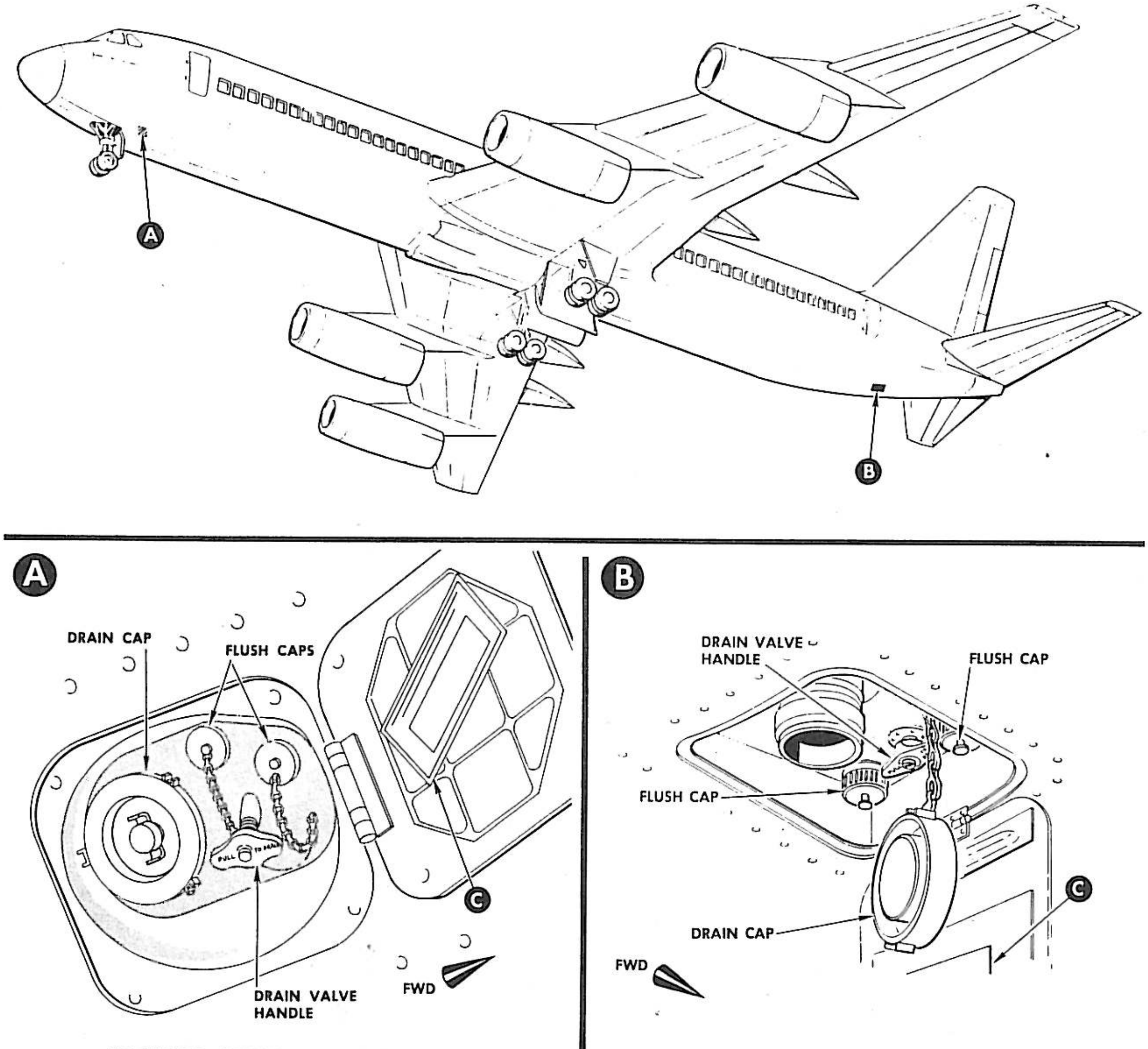
(2) Remove waste drain outlet cap and attach drain hose from service cart waste tank to outlet fitting.

(3) Depress button in center of drain handle; pull handle all the way down before releasing button.

D. Flush Waste Tanks.

(1) Remove flush fitting cap and attach hose from service cart to fitting.

NOTE: It is necessary to flush all lavatories separately by use of the individual flush fittings provided at the service panels.


A
B
A
DRAIN CAP
FLUSH CAPS
DRAIN VALVE HANDLE
C
FWD
B
DRAIN VALVE HANDLE
FLUSH CAP
FLUSH CAP
DRAIN CAP
C
FWD

FORWARD SERVICE PANEL (RH SIDE)

AFT SERVICE PANEL (BOTTOM CENTERLINE)

C

CAUTION: DO NOT PULL DRAIN HANDLE UNTIL DRAIN HOSE HAS BEEN CONNECTED.

1. REMOVE DRAIN AND FLUSH CAPS.
2. CONNECT DRAIN HOSE.
3. OPEN DRAIN VALVE BY DEPRESSING BUTTON IN CENTER OF HANDLE AND PULL (PULL HANDLE ALL THE WAY DOWN BEFORE RELEASING BUTTON).
4. FLUSH TANKS BY CONNECTING WATER HOSE TO FIRST ONE INLET THEN THE OTHER.
5. CLOSE DRAIN VALVE BY DEPRESSING BUTTON IN CENTER OF HANDLE AND PUSHING HANDLE ALL THE WAY UP.
6. DISCONNECT HOSES AND REPLACE DRAIN AND FLUSH CAPS.

30.30.12.014

Waste System Service Panels
Figure 201

(2) Flush each waste tank with fresh water for three minutes (approximately 30 gallons).

NOTE: Allow flush water to drain completely from waste tanks.

NOTE: On airplanes with flushing toilets actuate flush handle while flushing each toilet; this will clean the toilet bowl.

(3) Depress button in center of drain handle and push handle all the way in.

CAUTION: DO NOT PERMIT TOILET FLUSHING MECHANISM TO BE ACTUATED UNLESS TOILETS ARE CHARGED OR BEING FLUSHED. DAMAGE MAY RESULT TO SELF-PRIMING PUMP.

(4) Remove service cart drain hose from drain outlet fitting; replace drain outlet cap.

E. Charge Waste Tanks.

(1) Charge (fill) waste tank(s) through flush fitting with approximately three gallons of fresh water.

(2) Add degerm solution to water in waste tank(s).

NOTE: Amount of degerm solution added to water depends on brand of degerm used. Follow degerm manufacturer's recommendations for mixture ratio.

(3) In flushable toilets, add a high quality commercial "ethylene glycol" base anti-freeze as required (see Table I).

WARNING: ETHYLENE GLYCOL IS TOXIC IF TAKEN INTERNALLY AND CAN PROVE FATAL IF A SUFFICIENT QUANTITY IS CONSUMED.

NOTE: Straight "ethylene glycol" should not be used because of its extreme foaming characteristics. Automotive anti-freeze contains an anti-foam agent. This anti-foam agent gradually deteriorates if mixed with flushing fluid containing degerm solution; therefore a premixed solution should be used within ten days of mixing date.

(4) Remove service cart flush hose and replace flush fitting cap.

(5) Ascertain that drain handle, flush fitting cap and drain outlet cap are secure; close service panel access doors.

TABLE I

ANTI-FREEZE VS TEMPERATURE

Quarts Anti-Freeze Required	Total Tank Charge (Gallons)							
	3		4		5		6	
	°F	°C	°F	°C	°F	°C	°F	°C
3	10	-12						
4	0	-18	10	-12				
5	-15	-26	2	-17	10	-12		
6	-34	-37	-8	-22	4	-16	10	-12
7	-57	-49	-19	-28	-3	-19	5	-15
8			-34	-37	-12	-24	0	-18
9			-52	-46	-22	-30	-8	-22
10					-34	-37	-15	-26
11					-48	-44	-24	-31
12							-34	-37

For a tank charge in excess of six gallons, the percentage of anti-freeze can be computed as follows:

Percentage of Anti-Freeze Required in Tank Charge	Protects To
25%	10°F -12°C
33%	0°F -18°C
40%	-12°F -24°C
50%	-34°F -37°C

BATTERY SERVICING

1. Battery Servicing

A. General.

Servicing the battery consists essentially of checking the battery's state of charge and electrolyte level. The state of charge of the nickel-cadmium battery cannot be determined by the battery voltage or specific gravity of the electrolyte as in the case of conventional lead-acid type batteries. However, specific gravity readings, unlike the lead-acid battery, are normally not required as there is only a negligible change in the specific gravity of the electrolyte, with a change in the battery's state of charge. The battery is located forward of the pilots' instrument panel on the right side of the fuselage and is accessible through the nose wheel well door.

During servicing of the nickel-cadmium battery the following precautions should be observed:

(1) Service tools previously used on an acid-type battery should not be used on a nickel-cadmium battery. Bringing acid-bearing tools near the battery can neutralize the potassium hydroxide.

(2) Vent caps should not be removed for a long period ot time, as exposure to air will contaminate the electrolyte with carbon dioxide.

(3) Use only distilled water when adjusting the electrolyte level.

WARNING: USE EXTREME CARE WHEN WORKING AROUND THE TOP OF CELLS. SEVERE SPARKING COULD RESULT IF UNINSULATED TOOLS ARE DROPPED ON THE CELL TERMINALS.

B. Equipment Required.

(1) Source of external ac electrical power.

(2) Battery cell filler plug wrench (Sonotone P/N X-16979).

(3) Clean hydrometer.

NOTE: Do not use hydrometer or other tools to service the nickel-cadmium battery which have previously been used on lead-acid type batteries.

C. Check Battery Charge.

(1) Connect and apply source of external ac electrical power (refer to Chapter 24, ELECTRICAL POWER).

(2) Place dc voltmeter selector switch (on flight engineer's dc power control panel) in BATT position; voltmeter shall indicate approximately 27.5 volts.

(3) Ascertain that pilots' ac essential bus selector switch (on pilots' overhead switch panel) is in EXT PWR position.

(4) Place battery control switch (on flight engineer's dc power control panel) in NORMAL position and check that:

(a) Battery CHARGER RELAY OPEN light extinguishes.

(b) Battery ammeter indicates from +1 to +10 amperes for short period of time, then returns to approximately 0, indicating battery charge is good.

NOTE: If ammeter indicates a continuous high amperage reading (over +10 amperes) the battery and/or a cell(s) is damaged and must be replaced (refer to Chapter 24, ELECTRICAL POWER, for procedure).

(5) Place battery control switch in OFF position and check that:

(a) Battery ammeter indicates 0.

(b) CHARGER RELAY OPEN light shall remain extinguished.

(6) Shut off external ac electrical power.

D. Check Electrolyte Level and Specific Gravity.

NOTE: When checking electrolyte level, first charge battery and then allow it to stand idle for three or four hours before determining liquid level.

WARNING: POTASSIUM HYDROXIDE IS HIGHLY CORROSIVE. IF ANY IS SPILLED ON HANDS, CLOTHING OR OTHER MATERIAL, FLOOD AREA IMMEDIATELY WITH COLD WATER, BORIC ACID SOLUTION, VINEGAR OR FRUIT JUICE. RUBBER GLOVES, APRONS AND FACE SHIELDS SHOULD BE WORN AT ALL TIMES WHEN HANDLING POTASSIUM HYDROXIDE. CONSULT PHYSICIAN IF SOLUTION COMES IN CONTACT WITH EYES.

(1) Using special wrench, remove battery cell filler plugs by turning plug counterclockwise 1/4 turn to unlocked position.

CAUTION: IN STEP (2) FOLLOWING, IF WATER IS NEEDED ADD IT SLOWLY WITH A DROPPER OR SYRINGE.

(2) Check that electrolyte level is at top of splash plate; if level is low, add pure distilled water only.

(3) Check specific gravity of electrolyte; specific gravity shall be between 1250 and 1300.

(4) If specific gravity is low, add potassium hydroxide, reagent grade, of specific gravity 1320.

(5) Replace battery cell filler plugs; turn plugs clockwise 1/4 turn to locked position.

E. Clean Battery.

NOTE: Cleaning nickel-cadmium batteries is normally not necessary except for an occasional dusting. If overcharging is heavy, gassing and possible bubbling of the electrolyte through the battery vent may cause the formation of harmless white substance (potassium carbonate) on top of the battery. This substance can be removed by brushing with a dry stiff brush or washing the battery with water.

CAUTION: DO NOT USE WIRE BRUSH TO CLEAN BATTERY. ALSO, MAKE SURE THAT VENT PLUGS ARE CLOSED BEFORE CLEANING.

AIR CONDITIONING AND PRESSURIZATION SYSTEM SERVICING

1. Servicing Air-Conditioning System

A. General.

Servicing the air-conditioning system consists of checking and replenishing the Freon charge and lubricant in the Freon package.

CAUTION: THE FOLLOWING SERVICING PROCEDURE APPLIES ONLY WHEN ADDING FREON AND/OR OIL TO AN OPERATIONAL FREON PACKAGE. CHARGING A COMPLETELY VACATED PACKAGE OR A MALFUNCTIONING PACKAGE WHICH HAS BEEN REPAIRED MUST BE ACCOMPLISHED AT OVERHAUL.

B. Equipment Required.

(1) External source of 115/200-volt, 3 phase, 400 cps ac electrical power.

(2) External source of pneumatic power (airplanes with pneumatic Freon drive).

(3) Safety goggles.

WARNING: FREON, WHEN RELEASED TO ATMOSPHERE, WILL VAPORIZE RAPIDLY AND IN DOING SO WILL ABSORB HEAT FROM ANY SURFACE IT CONTACTS. ADEQUATE SAFETY GOGGLES MUST BE WORN AT ALL TIMES WHEN SERVICING OR WORKING ON ANY FREON SYSTEM.

C. Check Freon Liquid Level.

(1) Connect and apply external electrical power to airplane (refer to Chapter 24, ELECTRICAL POWER).

(2) On airplanes with pneumatic freon drive, connect external pneumatic power to airplane at ground high pressure connection.

(3) Start air-conditioning system and check Freon liquid level as follows:

(a) Place AUTO-OFF-MAN temperature control switch in MAN position. Toggle manual temperature control MAN HOT-MAN COLD switch to MAN HOT position, then toggle toward MAN COLD position until Freon package starts operating. Hold manual temperature control switch in MAN COLD position for a minimum of 80 seconds after Freon package starts operation. (This will place the sequencing device in the full cold position.) When maximum cooling is obtained, hold manual temperature control switch in MAN HOT position for 30 seconds.

(b) After approximately 10 minutes of operation, and with Freon package still operating, observe liquid level indicator on Freon quantity gage. (Gage is visible through small round window in Freon package access door.)

NOTE: Freon quantity readings shall be taken only when Freon package is operating. Gage readings taken when Freon package is shut down are not accurate as liquid Freon may be trapped in various components of the package.

(3) Freon quantity gage indicator shall be within the green (operating range) area of dial.

(4) If gage indicator is in the red (add charge) area of dial, the package must be charged with Freon until gage indicator is within the green (operating range) area.

CAUTION: IF GAGE INDICATES "DRAIN-RECHARGE", THERE IS A POSSIBILITY THAT TOO MUCH LUBRICATING OIL HAS BEEN LOST WITH THE FREON. THE PACKAGE SHALL BE REPLACED.

(5) When a Freon package charge is low, an evaluation of the rate of loss of Freon must be made. If the loss occurred over an extended period (several months) the package can be restored to normal operating capacity by adding Freon. However, if the loss of Freon occurred over a relatively short period, excessive Freon leakage is indicated and the package shall be replaced.

NOTE: To replenish the Freon charge and lubricant in the Freon packages, refer to Chapter 21, AIR CONDITIONING.

2. Servicing Pressurization System

A. General.

Servicing the pressurization system consists of checking and replenishing the turbocompressor oil.

B. Equipment Required.

(1) Small hand mirror.

(2) Approximately 10 inches of clear rubber tubing.

(3) Syringe or equivalent to add oil to turbocompressor.

C. Service Turbocompressor.

(1) With turbocompressor shut down, check oil level as follows:

(a) Open both turbocompressor access doors.

(b) Locate turbocompressor oil sump between turbine and impeller sections.

NOTE: The sump is a small rectangular box on the bottom of the turbocompressor center section.

TEMPORARY REVISION NO. 12-15.

Insert facing 12-10-0, Page 202, dated Sep. 10/62 (or subsequent).

The instructions in this temporary revision are for airplanes not modified per Hamilton Standard Service Bulletins 21-19 (Electric Freon Package) or 21-25 (Pneumatic Freon Package). For airplanes that have been modified per Hamilton Standard Service Bulletins 21-19 or 21-25, use the information on page 202.

Retain this temporary revision in your manual until applicable airplanes have been modified per noted service bulletin.(s).

Page 202, Steps (3) and (4) and CAUTION following Step (4) should read as follows:

(3) Freon quantity gage indicator shall be between red "low-charge" mark and black "fill" mark.

(4) If gage indicator is below red mark, the package must be charged with Freon until gage indicator is at black mark.

CAUTION: IF GAGE INDICATES "0" OR BELOW, THERE IS A POSSIBILITY THAT TOO MUCH LUBRICATING OIL HAS BEEN LOST WITH THE FREON. THE PACKAGE SHALL BE REPLACED.

(c) Observe oil level of each turbocompressor (using small mirror) in sight line gage on left side of sump.

NOTE: Sight line level is marked on transparent circular window on side of sump.

(d) If oil level is above sight line, oil quantity is sufficient.

(e) If oil level is below sight line, add oil as outlined in paragraph D.

D. Add Oil to Turbocompressor.

CAUTION: SERVICE TURBOCOMPRESSOR WITH OIL, SPECIFICATION MIL-L-6085 OR MIL-L-6085A ONLY. DO NOT MIX WITH OTHER TYPE OILS.

(1) Cut safety wire and remove filler plug from left side of turbocompressor oil sump.

NOTE: In step (2) use rubber tubing and some method of pumping, such as a rubber syringe, to add oil to sump.

(2) Fill sump to lip of filler plug; sump capacity is approximately ten ounces.

(3) Replace filler plug and secure with safety wire; wipe up any excess or spilled oil.

E. Drain Turbocompressor Oil Sump.

(1) Cut safety wire from two bolts in bottom of turbocompressor oil sump.

(2) Support sump in position and remove bolts.

(3) Lower sump carefully to prevent damage to oil feed wicks to avoid spilling oil.

(4) Pour out oil and clean sump with clean, lint free cloth.

(5) Position and support sump (with oil filler plug on left side) under turbocompressor; install and secure two bolts with safety wire.

NOTE: Use new gasket on sump for installation.

3. Servicing Forward or Aft Pressure Regulator and Outflow Valve Cabin Air Filter

A. Equipment Required.

(1) Cleaning solvent - Federal Specification PS-661.

(2) Filter element, Part No. CR73927C (Mine Safety Appliance Co., Los Angeles, Calif. or Pittsburgh, Pa.).

B. Remove Filter Element.

(1) Remove pressure regulator and outflow valve cabin air filter assembly (refer to Chapter 21, AIR CONDITIONING).

(2) Remove filter element from filter housing; discard element.

C. Install Filter Element.

(1) Clean filter housing and orifice with cleaning solvent.

WARNING: USE CLEANING SOLVENT IN WELL VENTILATED AREA. AVOID BREATHING FUMES AND KEEP SOLVENT AND FUMES AWAY FROM OPEN FLAME.

(2) Install new filter element (Part No. CR73927C) in filter housing.

(3) Install cabin air filter assembly on pressure regulator and outflow valve (refer to Chapter 21, AIR CONDITIONING).

4. Servicing Cabin Pressure Controller Air Filter

A. Equipment Required.

(1) Cleaning solvent - Federal Specification PS-661.

(2) Filter element, Part No. CR73927C (Mine Safety Appliance Co., Los Angeles, Calif. or Pittsburgh, Pa.).

B. Remove Filter Element.

(1) Remove cabin pressure controller air filter assembly (refer to Chapter 21, AIR CONDITIONING).

(2) Remove filter element from filter housing; discard filter.

C. Install Filter Element.

(1) Clean filter housing and orifice with cleaning solvent.

WARNING: USE CLEANING SOLVENT IN WELL VENTILATED AREA. AVOID BREATHING FUMES AND KEEP SOLVENT AND FUMES AWAY FROM OPEN FLAME.

(2) Install new filter element (Part No. CR73927C) in filter housing.

(3) Install cabin pressure controller air filter assembly (refer to Chapter 21, AIR CONDITIONING).

ACCESS AND INSPECTION PROVISIONS

1. Access Doors and Panels

A. General.

Numerous doors and panels are provided throughout the airplane to facilitate access to various areas and components for inspection and maintenance. The illustrations on the following pages show the location of the doors and panels along with their respective type, length and number of fasteners. *The STENCIL NUMBER column on each figure lists the numbers which are stencilled on the exterior of each door or panel. The stencil number corresponds to the number on the airplane structure adjacent to each door or panel, and is for identification and location purposes.

B. Access Door and Panel Illustrations.

TABLE I

ILLUSTRATION	FIGURE NUMBER
Interior Fuselage Access Doors and Panels	201
Exterior Fuselage Access Doors and Panels	202
Wing Upper Surface Access Doors and Panels	203
Wing Lower Surface Access Doors and Panels	204
Wing Leading Edge Access Doors and Panels	205
Wing-to-Fuselage Fairings	206
Engine Nacelle and Pylon Access Doors and Fairings	207
Horizontal Stabilizer, Elevator, Trim Tab and Flight Tab Access Doors, Panels and Fairings	208
Vertical Stabilizer, Rudder and Trim Tab Access Doors, Panels and Fairings	209

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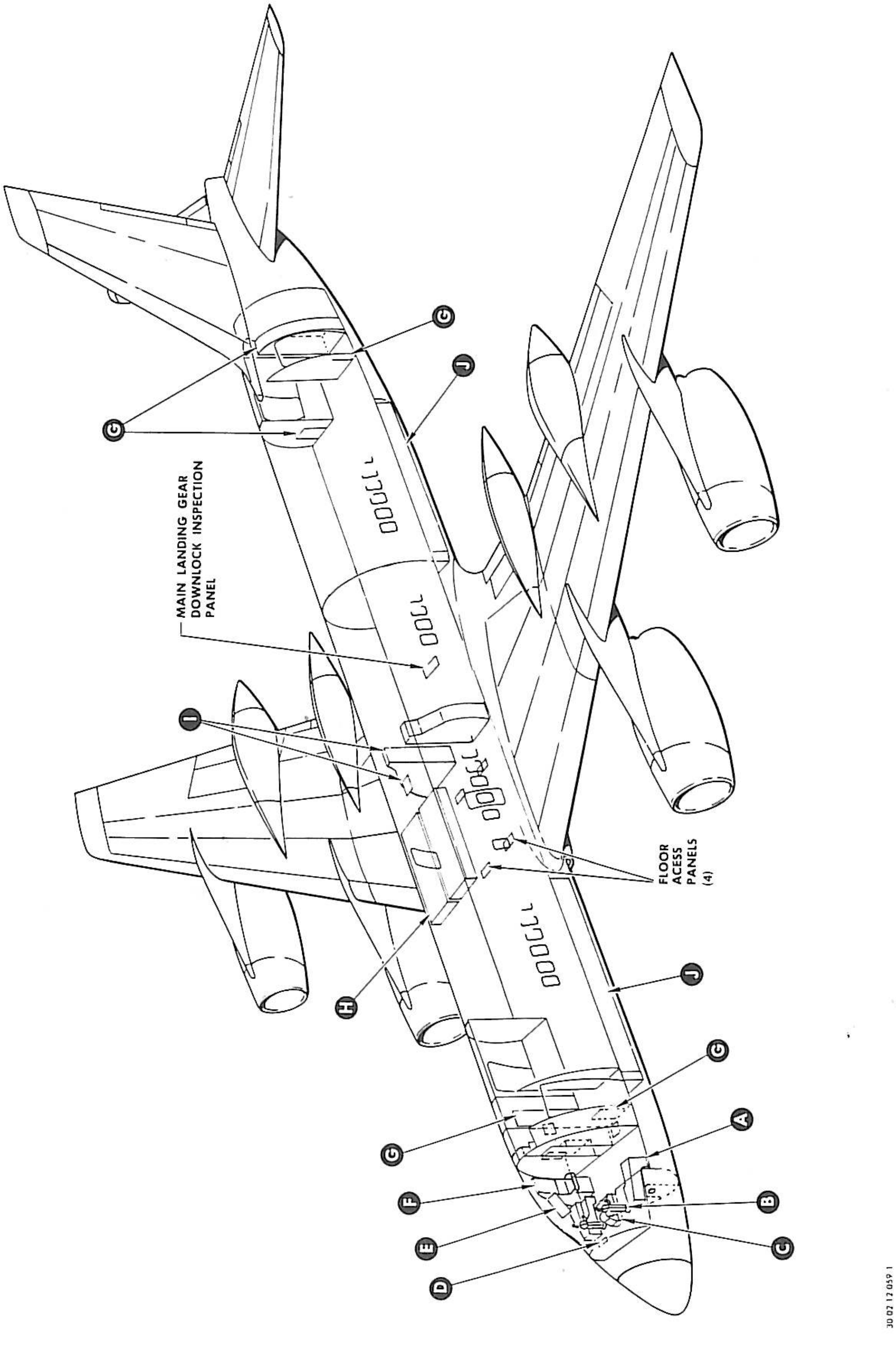
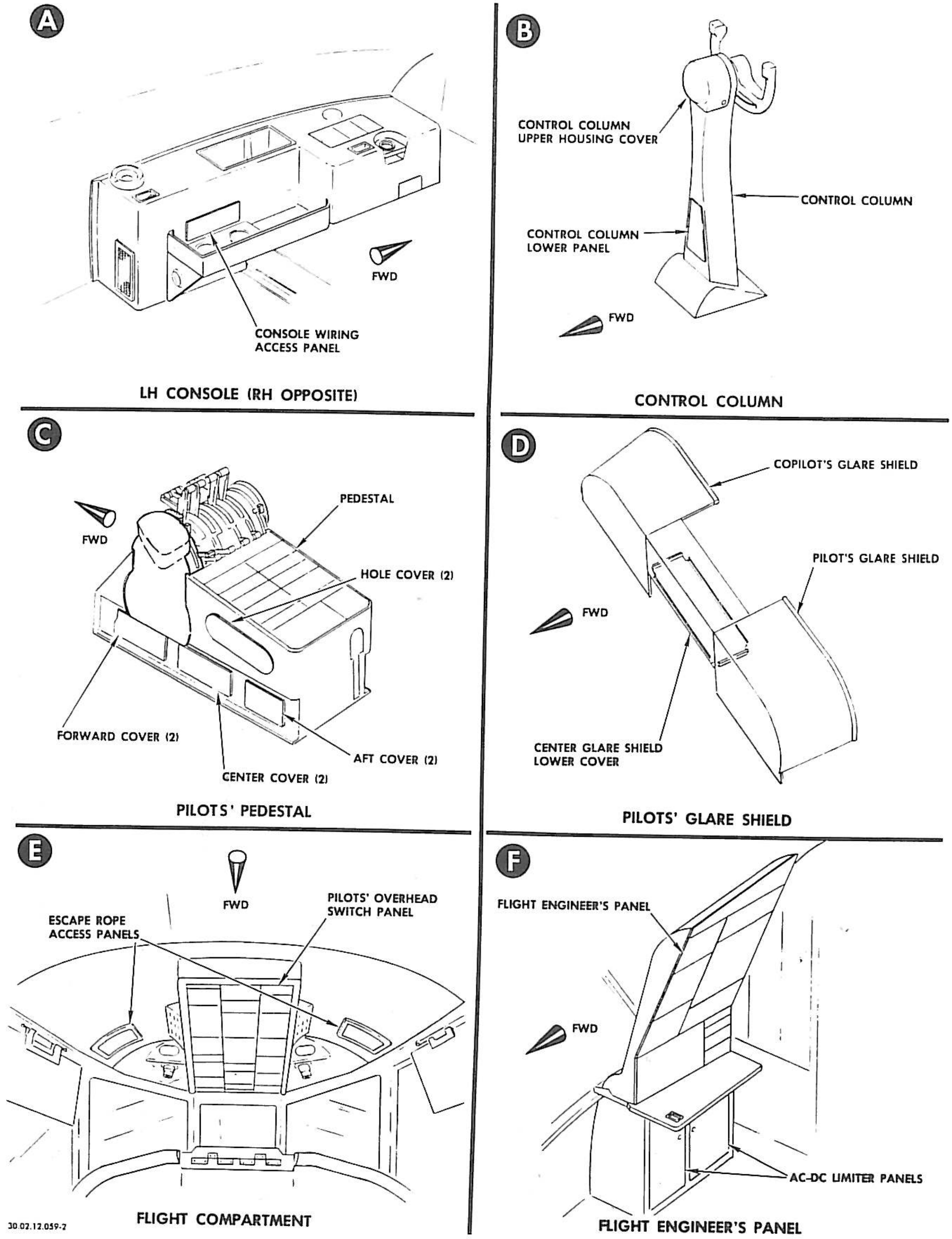
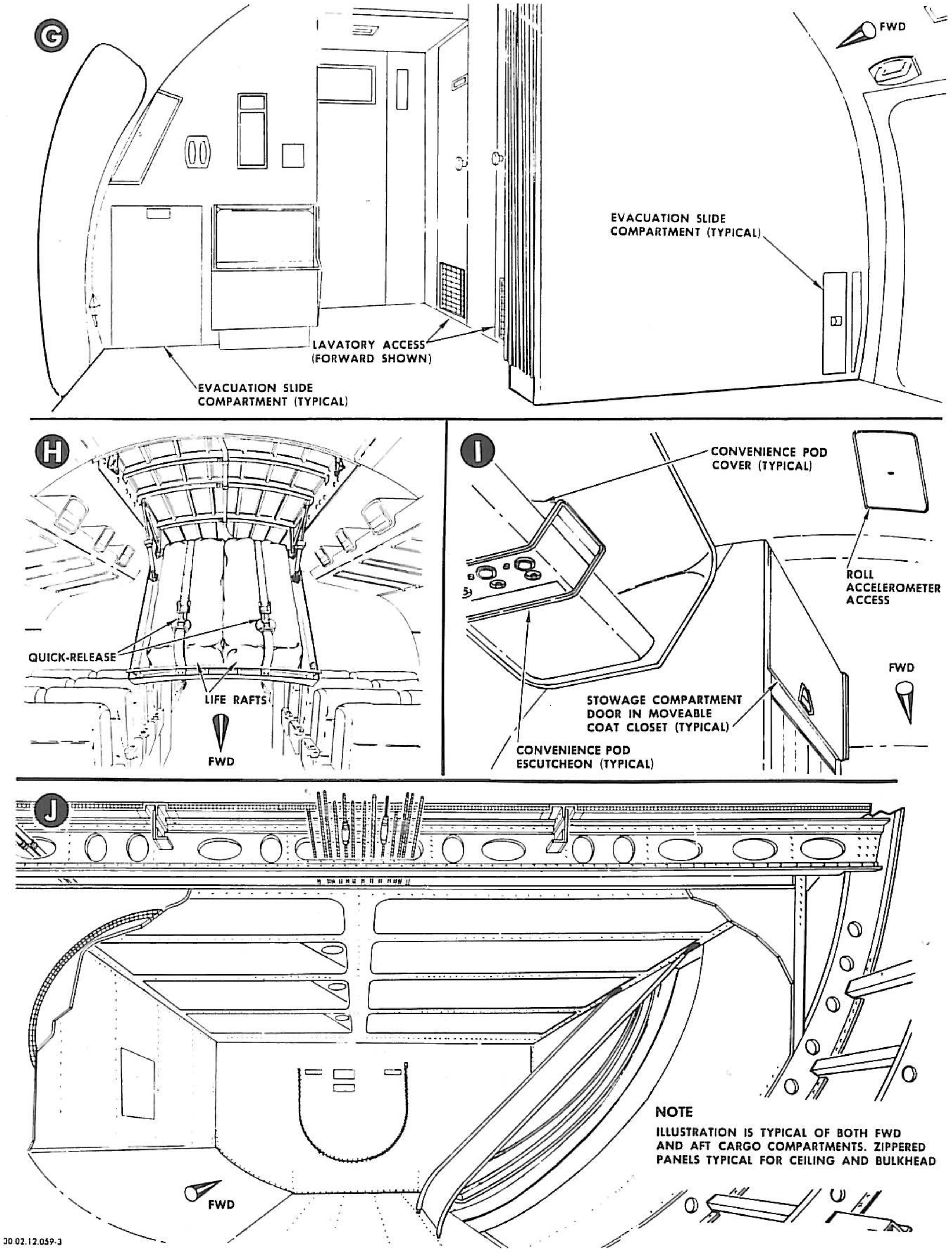
*Stencil number columns not applicable to airplanes CV1 through CV25.


G
G
J
MAIN LANDING GEAR DOWNLOCK INSPECTION PANEL
I
FLOOR ACESS PANELS (4)
H
J
G
A
G
F
B
E
C
D
30 02 12 059 1

Interior Fuselage Access Doors and Panels
Figure 201 (Sheet 1 of 3)


A
CONSOLE WIRING ACCESS PANEL
FWD
LH CONSOLE (RH OPPOSITE)
B
CONTROL COLUMN UPPER HOUSING COVER
CONTROL COLUMN
CONTROL COLUMN LOWER PANEL
FWD
CONTROL COLUMN
C
FWD
PEDESTAL
HOLE COVER (2)
FORWARD COVER (2)
AFT COVER (2)
CENTER COVER (2)
PILOTS' PEDESTAL
D
COPILOT'S GLARE SHIELD
PILOT'S GLARE SHIELD
FWD
CENTER GLARE SHIELD LOWER COVER
PILOTS' GLARE SHIELD
E
FWD
ESCAPE ROPE ACCESS PANELS
PILOTS' OVERHEAD SWITCH PANEL
30.02.12.059-2
FLIGHT COMPARTMENT
F
FLIGHT ENGINEER'S PANEL
FWD
AC-DC LIMITER PANELS
FLIGHT ENGINEER'S PANEL

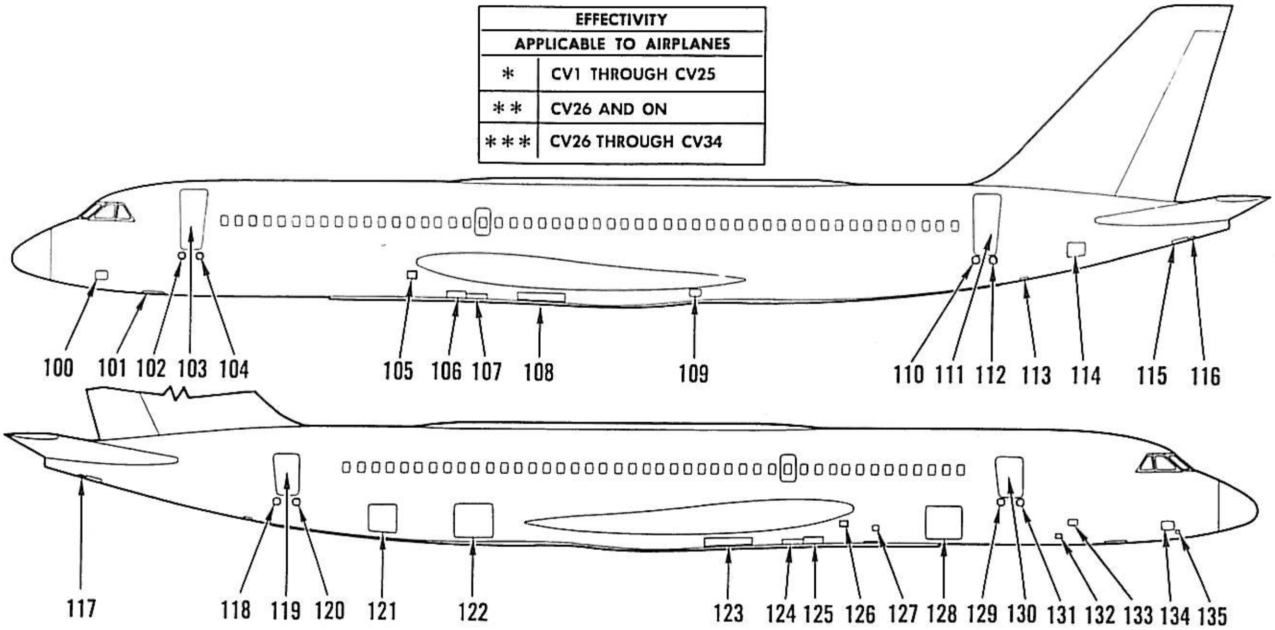
Interior Fuselage Access Doors and Panels
Figure 201 (Sheet 2 of 3)


G
FWD
EVACUATION SLIDE COMPARTMENT (TYPICAL)
LAVATORY ACCESS (FORWARD SHOWN)
EVACUATION SLIDE COMPARTMENT (TYPICAL)
H
QUICK-RELEASE
LIFE RAFTS
FWD
I
CONVENIENCE POD COVER (TYPICAL)
ROLL ACCELEROMETER ACCESS
FWD
STOWAGE COMPARTMENT DOOR IN MOVEABLE COAT CLOSET (TYPICAL)
CONVENIENCE POD ESCUTCHEON (TYPICAL)
J
FWD
30.02.12.059-3

NOTE
ILLUSTRATION IS TYPICAL OF BOTH FWD AND AFT CARGO COMPARTMENTS. ZIPPERED PANELS TYPICAL FOR CEILING AND BULKHEAD

Interior Fuselage Access Doors and Panels
Figure 201 (Sheet 3 of 3)

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
*	CV1 THROUGH CV25
**	CV26 AND ON
***	CV26 THROUGH CV34



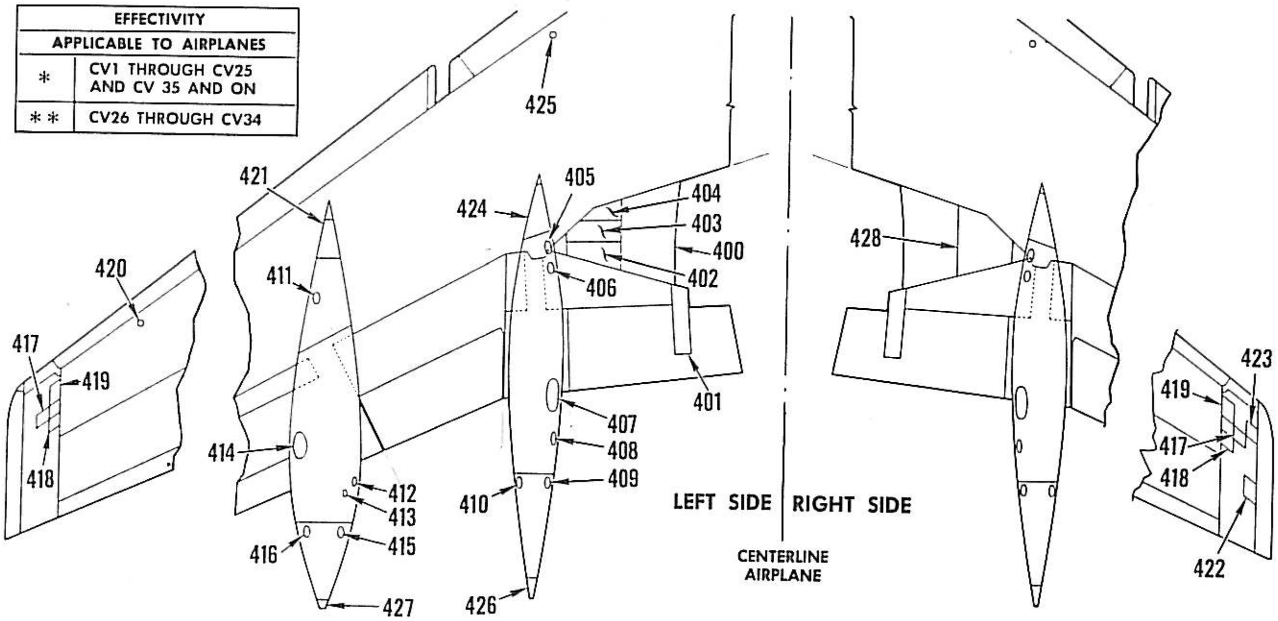
KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
100	DOOR—ELECTRONICS TUNNEL ACCESS		●			HANDLE	
101	DOOR—ELECTRICAL EQUIPMENT ACCESS			●		SPRING LATCH	
102	PANEL—DRAIN		●			NAS1203-6	4
103	DOOR—FWD MAIN ENTRANCE		●			HANDLE	
104	PANEL—DRAIN		●			NAS1203-6	4
105	PANEL—WATER SUPPLY ACCESS		●			QUICK-TYPE	
106	DOOR—TURBO COMPRESSOR ACCESS		●			QUICK-TYPE	
107	DOOR—HEAT EXCHANGER ACCESS		●			QUICK-TYPE	
108	DOOR—FREON PACKAGE ACCESS		●			QUICK-TYPE	
109	DOOR—HYDRAULIC COMPARTMENT ACCESS		●			HANDLE	
110	PANEL—DRAIN		●			NAS1203-6	4
111	DOOR—AFT MAIN ENTRANCE		●			HANDLE	
112	PANEL—DRAIN		●			NAS1203-6	4
113	PANEL—AFT LAVATORIES SERVICE ACCESS		●			QUICK-TYPE	
114	PANEL—AFT FUSELAGE ACCESS		●			QUICK-TYPE	
115	PANEL—FUSELAGE TAIL CONE ACCESS			●		QUICK-TYPE	
116	DOOR—FLARE CHUTE ACCESS		●			SPRING LATCH	**
117	DOOR—FLARE CHUTE ACCESS				●	SPRING LATCH	**
118	PANEL—DRAIN				●	NAS1203-6	4
119	DOOR—AFT SERVICE ENTRANCE				●	HANDLE	
120	PANEL—DRAIN				●	NAS1203-6	4
121	DOOR—BAGGAGE COMPARTMENT ACCESS				●	HANDLE	*
122	DOOR—AFT CARGO COMPARTMENT ACCESS				●	HANDLE	
123	DOOR—FREON PACKAGE ACCESS				●	QUICK-TYPE	
124	DOOR—HEAT EXCHANGER ACCESS				●	QUICK-TYPE	
125	DOOR—TURBO COMPRESSOR ACCESS				●	QUICK-TYPE	
126	DOOR—GROUND STARTER ACCESS				●	SPRING LATCH	
127	DOOR—AIR CONDITIONING GROUND CONNECTION				●	QUICK-TYPE	***
128	DOOR—FWD CARGO COMPARTMENT ACCESS				●	HANDLE	
129	PANEL—DRAIN				●	NAS1203-6	4
130	DOOR—FWD SERVICE ENTRANCE				●	HANDLE	
131	PANEL—DRAIN				●	NAS1203-6	4
132	PANEL—EXTERNAL POWER SUPPLY ACCESS				●	QUICK-TYPE	
133	PANEL—FWD LAVATORIES SERVICE ACCESS				●	QUICK-TYPE	
134	DOOR—ELECTRONICS TUNNEL ACCESS				●	HANDLE	
135	DOOR—GROUND ACCESSORIES				●	SPRING LATCH	

30 02 12.016

END LIST

Fuselage Access Doors and Panels
Figure 202

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
*	CV1 THROUGH CV25 AND CV 35 AND ON
**	CV26 THROUGH CV34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412
413
410
LEFT SIDE
RIGHT SIDE
416
415
CENTERLINE AIRPLANE
422
427
426

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
400	PANEL	Ⓐ	77		78	NAS1203-4 -5 -6 -7 -9 -10 -11 -12 -13	8 39 1 3 1 68 86 30 7
401	PANEL	Ⓑ	75		76	NAS1203-5 -8 -10	28 10 20
402	PANEL	Ⓒ	63			NAS1203-3 -9 -11 -12	25 40 1 10
403	PANEL	Ⓓ	61			NAS1203-4 -9 -12	9 85 9
404	PANEL	Ⓔ	59			NAS1203-3 -7 -9 -10 -12	10 17 20 10 10
405	PANEL		•		•	NAS1203-3	20
406	PANEL		•		•	NAS334CPA5-5	18
407	PANEL		•		•	NAS334CPA5-5	44
408	DOOR		•		•	HANDLE	–
409	PANEL		•		•	NAS1203-3	16
410	PANEL		•		•	NAS1203-3	16
411	PANEL		•		•	NAS334CPA5-5	18
412	DOOR		•		•	HANDLE	– *
413	DOOR		•		•	HANDLE	– **
414	PANEL		•		•	NAS334CPA5-5	44
415	PANEL		•		•	NAS1203-3	20
416	PANEL		•		•	NAS1203-3	20
417	PANEL		177		178	NAS560HK3P-4	20
418	PANEL		179		180	NAS560HK3P-4	15
419	PANEL		175		176	NAS560HK3P-4	20
420	DOOR		•		•	HANDLE	–
421	FAIRING		•		•	NAS1203-5	13

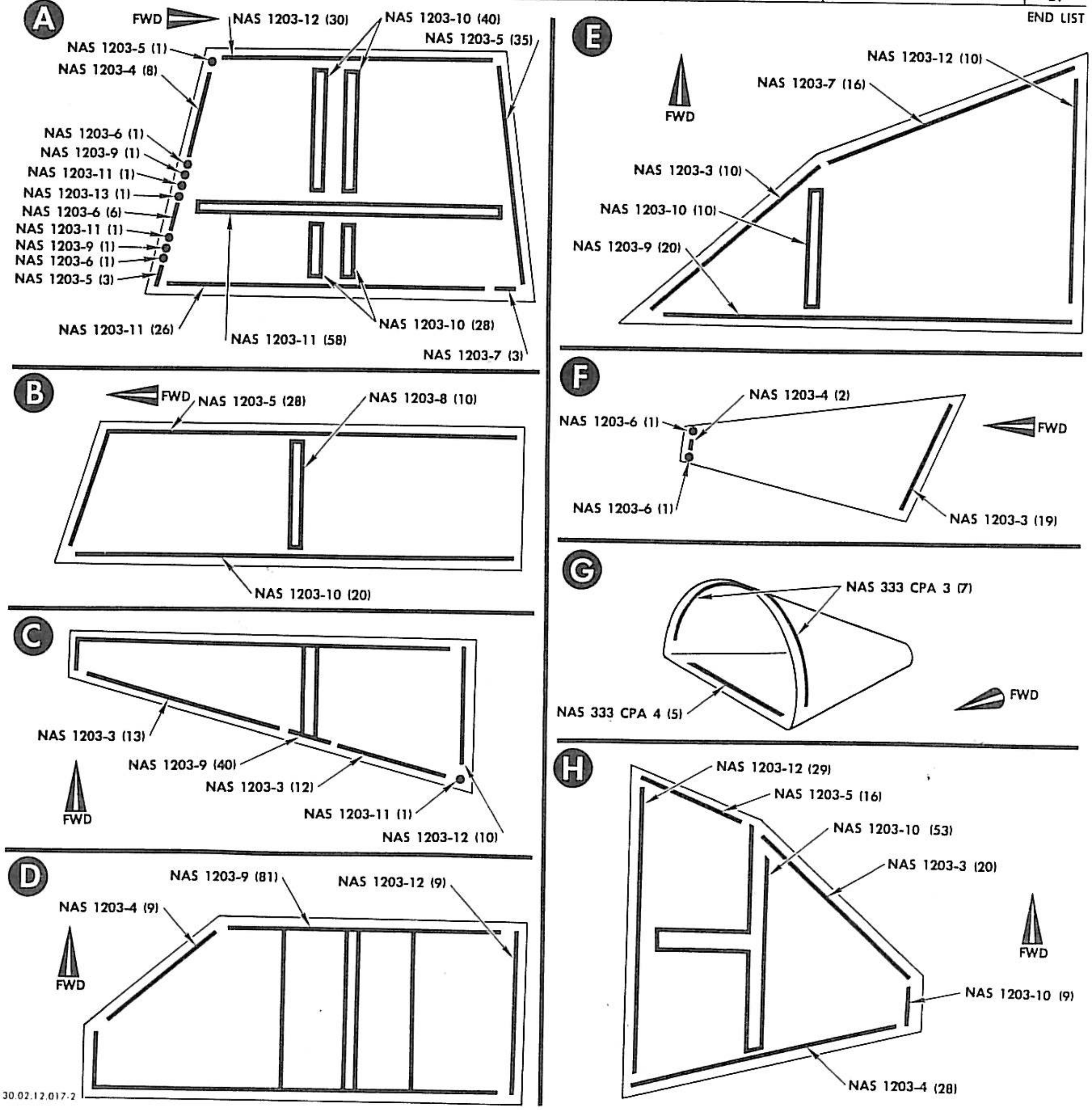
30 02 12 017-1

CONTINUED

Wing Upper Surface Access Doors and Panels
Figure 203 (Sheet 1 of 2)

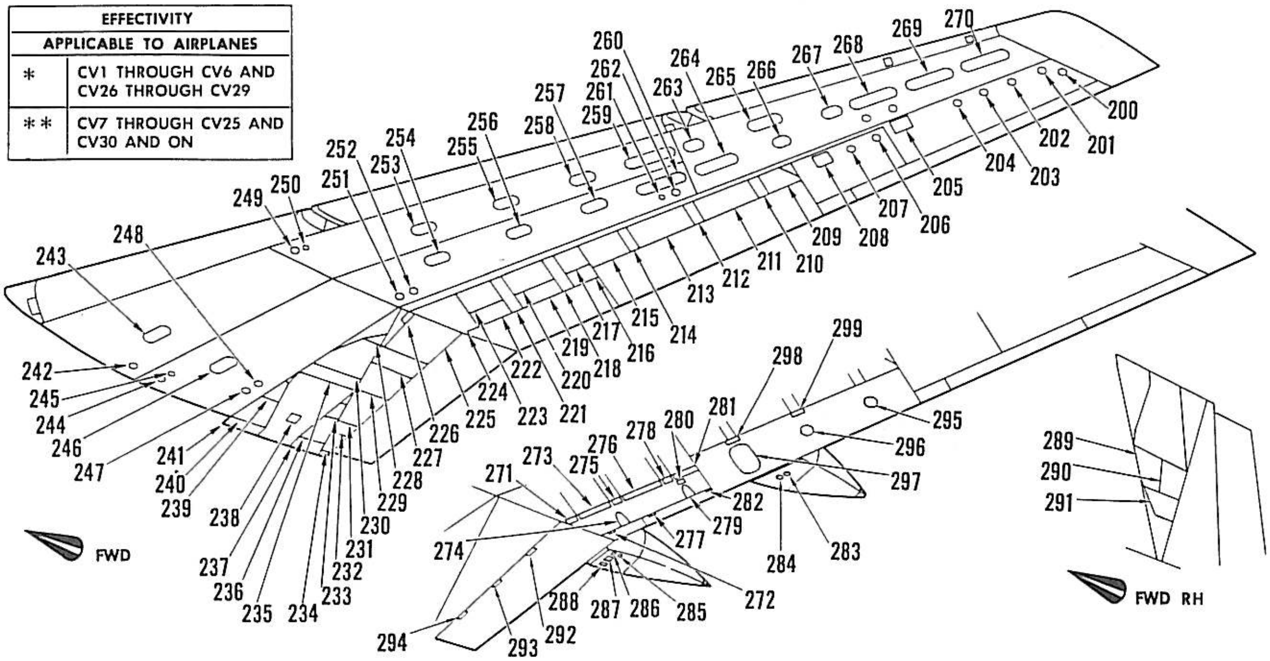
KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
422	PANEL				183	NAS560HK3P-4	22
423	PANEL				181	NAS560HK3P-4	18
424	FAIRING	F	●		●	NAS1203-3	19
						-4	2
						-6	2
425	DOOR		●		●	HANDLE	
426	FAIRING		●		●	NAS1203-3	9
427	FAIRING	G	●		●	NAS333CPA3	7
						-4	5
428	PANEL	H			79	NAS1203-3	20
						-4	28
						-5	16
						-10	61
						-12	29

END LIST


A
FWD
NAS 1203-12 (30)
NAS 1203-10 (40)
NAS 1203-5 (35)
NAS 1203-5 (1)
NAS 1203-4 (8)
NAS 1203-6 (1)
NAS 1203-9 (1)
NAS 1203-11 (1)
NAS 1203-13 (1)
NAS 1203-6 (6)
NAS 1203-11 (1)
NAS 1203-9 (1)
NAS 1203-6 (1)
NAS 1203-5 (3)
NAS 1203-11 (26)
NAS 1203-11 (58)
NAS 1203-10 (28)
NAS 1203-7 (3)
E
FWD
NAS 1203-12 (10)
NAS 1203-7 (16)
NAS 1203-3 (10)
NAS 1203-10 (10)
NAS 1203-9 (20)
B
FWD
NAS 1203-5 (28)
NAS 1203-8 (10)
NAS 1203-10 (20)
F
NAS 1203-4 (2)
NAS 1203-6 (1)
FWD
NAS 1203-6 (1)
NAS 1203-3 (19)
C
NAS 1203-3 (13)
NAS 1203-9 (40)
NAS 1203-3 (12)
FWD
NAS 1203-11 (1)
NAS 1203-12 (10)
G
NAS 333 CPA 3 (7)
NAS 333 CPA 4 (5)
FWD
D
NAS 1203-9 (81)
NAS 1203-12 (9)
NAS 1203-4 (9)
FWD
H
NAS 1203-12 (29)
NAS 1203-5 (16)
NAS 1203-10 (53)
NAS 1203-3 (20)
FWD
NAS 1203-10 (9)
NAS 1203-4 (28)
30.02.12.017-2

Wing Upper Surface Access Doors and Panels
Figure 203 (Sheet 2 of 2)

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
*	CV1 THROUGH CV6 AND CV26 THROUGH CV29
**	CV7 THROUGH CV25 AND CV30 AND ON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298
299
FWD
FWD RH

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
200	PANEL		•		•	NAS514P-524-28	1
201	PANEL		•		•	NAS514P-524-28	1
202	PANEL		•		•	NAS514P-524-28	1
203	PANEL		•		•	NAS514P-524-28	1
204	PANEL		•		•	NAS514P-524-28	1
205	DOOR		•		•	SPRING LATCH	
206	PANEL		•		•	NAS514P-524-28	1
207	PANEL		•		•	NAS514P-524-28	1
208	PANEL	Ⓐ	•		•	NAS1203-4 -5	25 11
209	DOOR		117		118	NAS333CPA12-5 1203-16	46** 46*
210	DOOR		115		116	NAS333CPA10 1203-11	13** 13*
211	DOOR		113		114	NAS333CPA12-5 1203-16	88** 88*
212	DOOR		111		112	NAS333CPA10 1203-11	14** 14*
213	DOOR		109		110	NAS333CPA12-5 1203-16	94** 94*
214	DOOR		107		108	NAS333CPA11 1203-14	28** 28*
215	DOOR		105		106	NAS333CPA11 1203-16	60** 60*
216	DOOR	Ⓑ	123		124	NAS333CPA11 12-5 1203-13 -17	24** 4** 24* 4*
217	DOOR		103		104	NAS333CPA10 1203-10	41** 41*
218	DOOR	Ⓒ	101		102	NAS333CPA11 12-5 1203-13 -17	38** 6** 38* 6*
219	DOOR	Ⓓ	125		126	NAS333CPA11 12-5 1203-13 -17	31** 4** 31* 4*

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Wing Lower Surface Access Doors and Panels
Figure 204 (Sheet 1 of 7)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
220	DOOR		99		100	NAS333CPA10 1203-11	76** 76*
221	DOOR	Ⓔ	97		98	NAS333CPA10 12-5 1203-11 -17	40** 6** 40* 6*
222	DOOR	Ⓕ	127		128	NAS333CPA10 12-5 1203-11 -17	27** 4** 27* 4*
223	DOOR	Ⓖ	95		96	NAS333CPA10 1103-9 -10 1203-11	70** 8 4 70*
224	DOOR	Ⓗ	93		94	NAS333CPA10 10-5 1203-12 -17	106** 2** 106* 2*
225	DOOR		129		130	NAS333CPA10 1203-10	177** 177*
226	DOOR	Ⓘ	157		158	NAS1203-4 -7 -10 -12	7 4 7 3
227	DOOR		131		132	NAS333CPA10 1203-10	77** 77*
228	PANEL	Ⓙ	155		156	NAS1203-4 -7 -10	9 12 11
229	DOOR		133		134	NAS333CPA10 1203-10	124** 124*
230	DOOR	Ⓚ	89			NAS1203-7 -11	43 28
231	DOOR		135		136	NAS1203-8	67
232	DOOR		137		138	NAS1203-8	25
233	PANEL	Ⓛ	141		142	NAS1203-3 -9	33 10
234	DOOR	Ⓜ	139		140	NAS1203-4 -8	14 10
235	PANEL	Ⓝ	87			NAS1203-4 -5 -9 -11	7 11 43 32
236	PANEL	Ⓞ	143		144	NAS1203-3 -4 -9 -10	15 20 8 10
237	PANEL	Ⓟ	145		146	NAS1203-3 -4 -10	13 15 32
238	PANEL					QUICK-TYPE	
239	PANEL	Ⓠ	85		86	NAS1203-4 -5 -6 -9	19 20 2 13
240	PANEL	Ⓡ	83		84	NAS1203-4 -5 -10	21 22 34
241	PANEL	Ⓢ	81		82	NAS1203-4 -6 -9	10 11 43
242	PANEL		3		4	NAS334CPA12	12
243	PANEL		1		2	NAS334CPA6-5	58
244	PANEL		7		8	NAS334CPA11-5	12
245	PANEL		5		6	NAS334CPA5-5	5
246	PANEL		9		10	NAS334CPA10	58
247	PANEL		11		12	NAS334CPA12-5	12
248	PANEL		13		14	NAS334CPA12-5	12
249	PANEL		15		16	NAS334CPA6-5	12

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Wing Lower Surface Access Doors and Panels
Figure 204 (Sheet 2 of 7)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
250	PANEL		17		18	NAS334CPA6-5	5
251	PANEL		19		20	NAS334CPA11-5	12
252	PANEL		21		22	NAS334CPA11-5	12
253	PANEL		23		24	NAS334CPA7	58
254	PANEL		25		26	NAS334CPA11	58
255	PANEL		27		28	NAS334CPA7	58
256	PANEL		29		30	NAS334CPA11-5	58
257	PANEL		33		34	NAS334CPA7	58
258	PANEL		31		32	NAS334CPA7	58
259	PANEL		35		36	NAS334CPA6-5	82
260	PANEL		37		38	NAS334CPA7	82
261	PANEL		39		40	NAS334CPA6-5	5
262	PANEL		41		42	NAS334CPA13	12
263	PANEL		43		44	NAS334CPA6-5	50
264	PANEL		45		46	NAS334CPA7	82
265	PANEL		47		48	NAS334CPA6-5	78
266	PANEL		49		50	NAS334CPA6-5	50
267	PANEL		51		52	NAS334CPA6-5	50
268	PANEL		53		54	NAS334CPA6	80
269	PANEL		55		56	NAS334CPA6	80
270	PANEL		57		58	NAS334CPA5-5	88
271	FAIRING (AILERON)	T	●		●	NAS1203-2 -5 -7	6 4 5
272	PANEL (AILERON)		●		●	NAS514P-832-6	7
273	PANEL (AILERON)	U	●		●	NAS1103-2 1203-2 -4 -5	3 8 10 8
274	FAIRING (AILERON)	V	●		●	NAS1203-4 -8	2 8
275	PANEL (AILERON)	W	●		●	NAS1203-2 -5 -6	4 4 4
276	PANEL (AILERON)	X	●		●	NAS1103-2 1203-2 -4 -5	4 12 12 12
277	PANEL (AILERON)		●		●	NAS514P-832-6	9
278	PANEL (AILERON)	W	●		●	NAS1203-2 -5 -6	4 4 4
279	FAIRING (AILERON)	Y	●		●	NAS1203-4 -8	2 9
280	PANEL (AILERON)		●		●	NAS1203-10	20
281	PANEL (AILERON)	Z	●		●	NAS1103-2 1203-2 -4 -5	3 10 7 10
282	PANEL (AILERON)		●		●	NAS514P-832-6	9
283	PANEL (ASB—OUTBD)		●		●	NAS334PA11	12
284	PANEL (ASB—OUTBD)		●		●	NAS334PA11	12
285	PANEL (ASB—INBD)		●		●	QUICK-TYPE	
286	PANEL (ASB—INBD)		●		●	QUICK-TYPE	
287	PANEL (ASB—INBD)		●		●	QUICK-TYPE	
288	PANEL (ASB—INBD)		●		●	QUICK-TYPE	
289	PANEL (RH WING—FWD)	AA			147	NAS1203-5 -6 -8 -9 -11 -12	8 12 19 31 2 29
290	PANEL (RH WING—AFT)	AB			151	NAS1203-4 -8 -9 -12	21 16 32 27

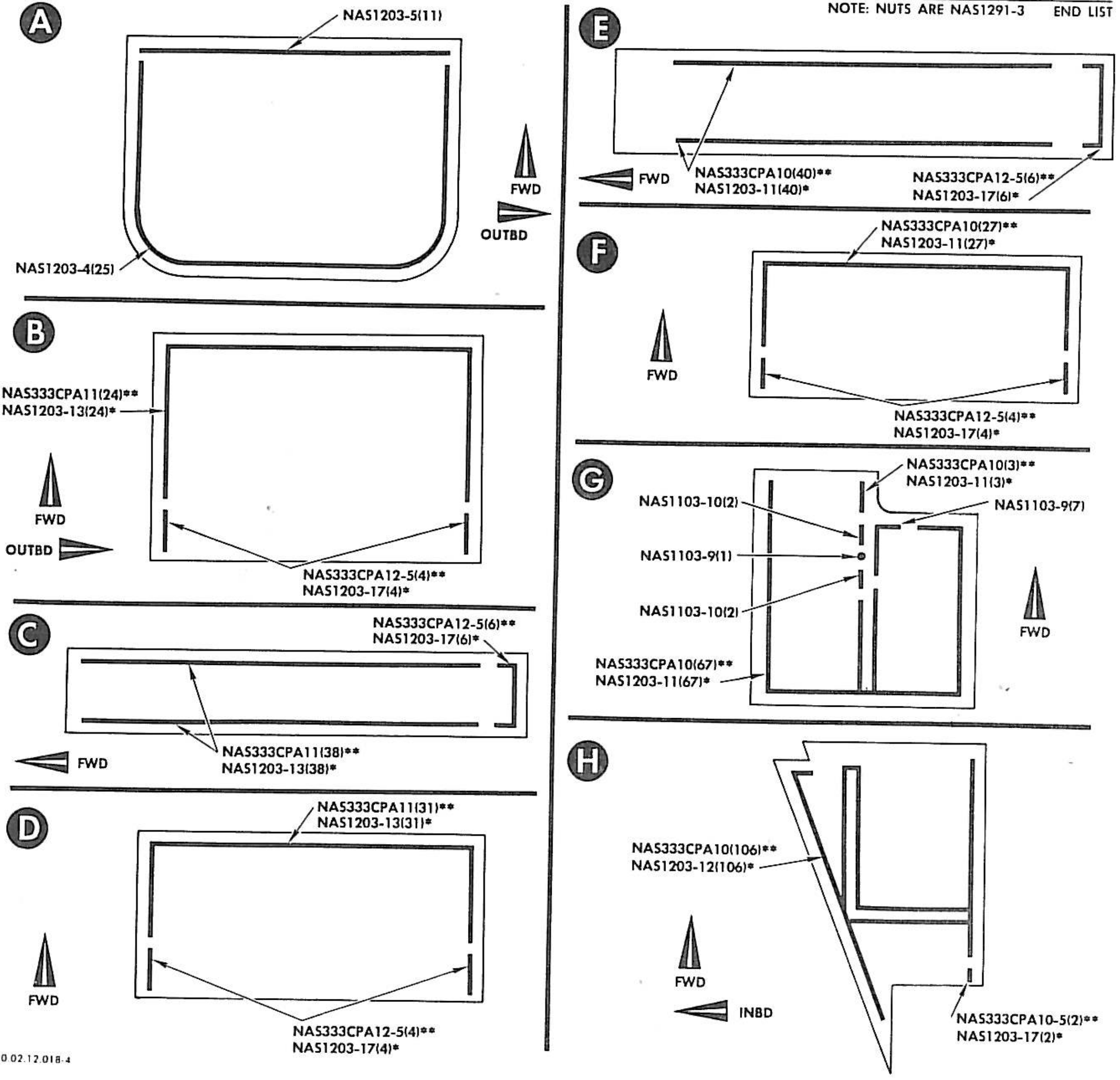
30 02 12 018 3

CONTINUED

Wing Lower Surface Access Doors and Panels
Figure 204 (Sheet 3 of 7)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
291	PANEL (RH WING—OUTBD)	A C			149	NAS1203-4 -7 -10	17 20 32
292	FAIRING (INBD FLAP)		•		•	NAS1203-9 (SEE NOTE)	2
293	FAIRING (INBD FLAP)		•		•	NAS1203-9 (SEE NOTE)	2
294	FAIRING (INBD FLAP)		•		•	NAS1203-9 (SEE NOTE)	2
295	FAIRING (OUTBD FLAP)	A D	•		•	NAS1203-1 -2 -4	8 10 8
296	FAIRING (OUTBD FLAP)	A E	•		•	NAS1203-1 -2 -4	12 10 4
297	FAIRING (OUTBD FLAP)	A F	•		•	NAS1203-1 -2 -6	24 2 6
298	FAIRING (OUTBD FLAP)		•		•	NAS1203-16 (SEE NOTE)	2
299	FAIRING (OUTBD FLAP)		•		•	NAS1203-14 (SEE NOTE)	2

NOTE: NUTS ARE NAS1291-3 END LIST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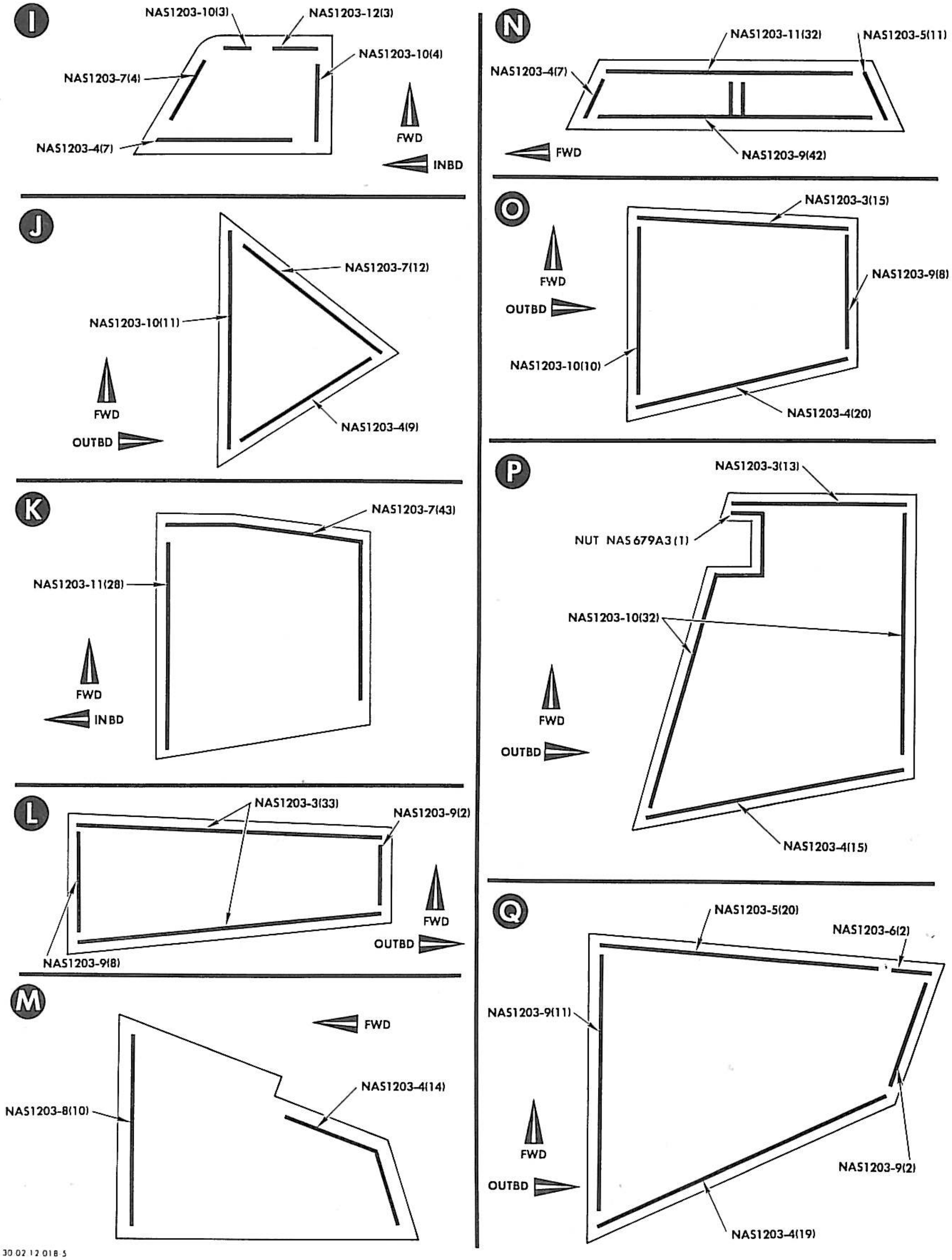
NAS1203-4(25)
FWD
OUTBD
B
NAS333CPA11(24)**
NAS1203-13(24)*
FWD
OUTBD
NAS333CPA12-5(4)**
NAS1203-17(4)*
C
NAS333CPA12-5(6)**
NAS1203-17(6)*
FWD
NAS333CPA11(38)**
NAS1203-13(38)*
D
NAS333CPA11(31)**
NAS1203-13(31)*
FWD
NAS333CPA12-5(4)**
NAS1203-17(4)*
30.02.12.018-4
E
FWD
NAS333CPA10(40)**
NAS1203-11(40)*
NAS333CPA12-5(6)**
NAS1203-17(6)*
F
NAS333CPA10(27)**
NAS1203-11(27)*
FWD
NAS333CPA12-5(4)**
NAS1203-17(4)*
G
NAS333CPA10(3)**
NAS1203-11(3)*
NAS1103-10(2)
NAS1103-9(7)
NAS1103-9(1)
NAS1103-10(2)
FWD
NAS333CPA10(67)**
NAS1203-11(67)*
H
NAS333CPA10(106)**
NAS1203-12(106)*
FWD
INBD
NAS333CPA10-5(2)**
NAS1203-17(2)*

Wing Lower Surface Access Doors and Panels
Figure 204 (Sheet 4 of 7)


I
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NAS1203-12(3)
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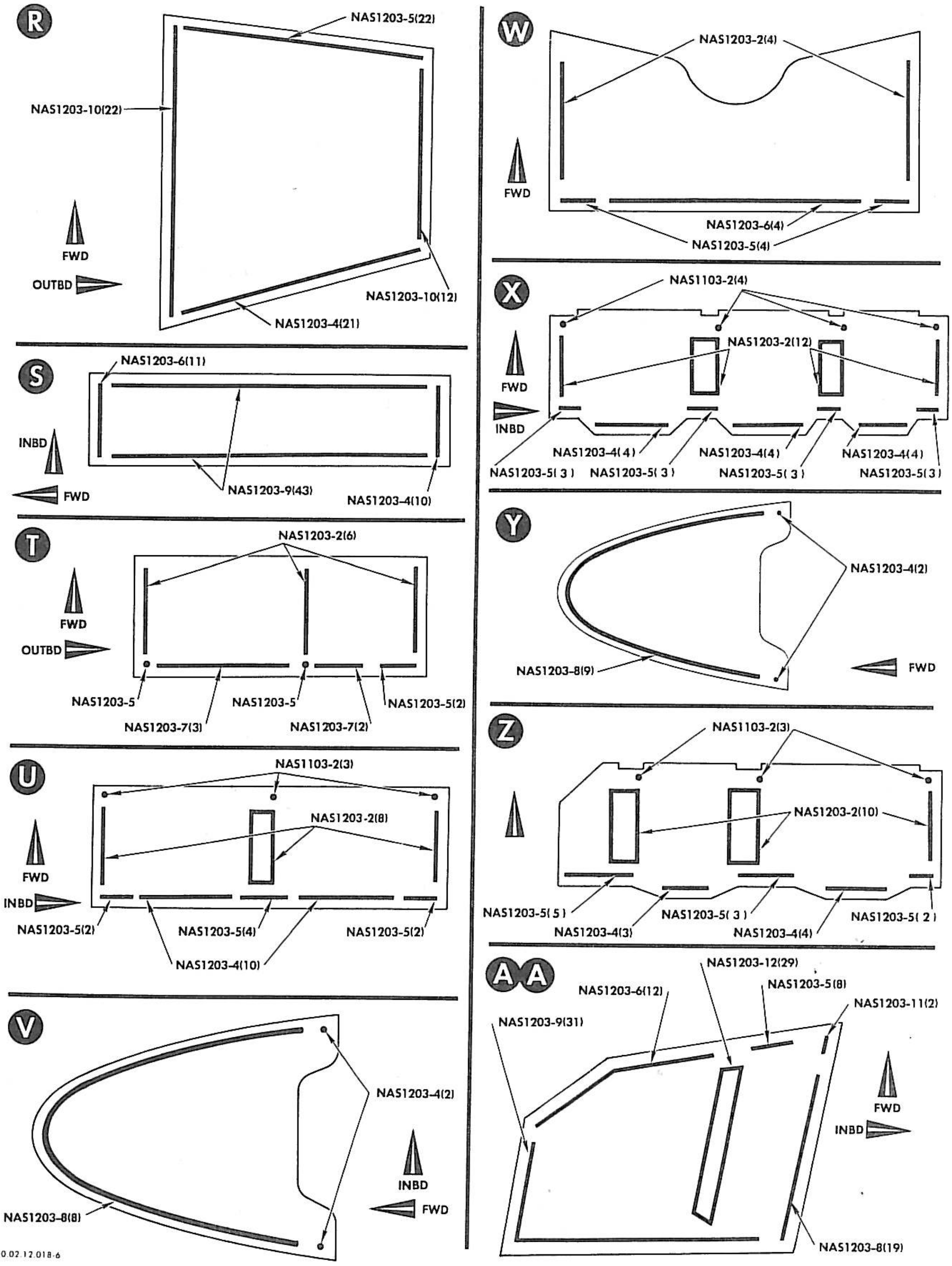
NAS1203-7(4)
NAS1203-4(7)
FWD
INBD
N
NAS1203-11(32)
NAS1203-5(11)
NAS1203-4(7)
NAS1203-9(42)
FWD
J
NAS1203-7(12)
NAS1203-10(11)
NAS1203-4(9)
FWD
OUTBD
O
NAS1203-3(15)
FWD
OUTBD
NAS1203-9(8)
NAS1203-10(10)
NAS1203-4(20)
K
NAS1203-7(43)
NAS1203-11(28)
FWD
INBD
P
NAS1203-3(13)
NUT NAS679A3(1)
NAS1203-10(32)
FWD
OUTBD
NAS1203-4(15)
L
NAS1203-3(33)
NAS1203-9(2)
FWD
OUTBD
NAS1203-9(8)
Q
NAS1203-5(20)
NAS1203-6(2)
NAS1203-9(11)
FWD
OUTBD
NAS1203-9(2)
NAS1203-4(19)
M
FWD
NAS1203-4(14)
NAS1203-8(10)
30 02 12 018 5

Wing Lower Surface Access Doors and Panels
Figure 204 (Sheet 5 of 7)


R
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NAS1203-10(22)
FWD
OUTBD
NAS1203-10(12)
NAS1203-4(21)
S
NAS1203-6(11)
INBD
FWD
NAS1203-9(43)
NAS1203-4(10)
T
NAS1203-2(6)
FWD
OUTBD
NAS1203-5
NAS1203-5
NAS1203-5(2)
NAS1203-7(3)
NAS1203-7(2)
U
NAS1103-2(3)
NAS1203-2(8)
FWD
INBD
NAS1203-5(2)
NAS1203-5(4)
NAS1203-5(2)
NAS1203-4(10)
V
NAS1203-4(2)
INBD
FWD
NAS1203-8(8)
30.02.12.018-6
W
NAS1203-2(4)
FWD
NAS1203-6(4)
NAS1203-5(4)
X
NAS1103-2(4)
NAS1203-2(12)
FWD
INBD
NAS1203-4(4)
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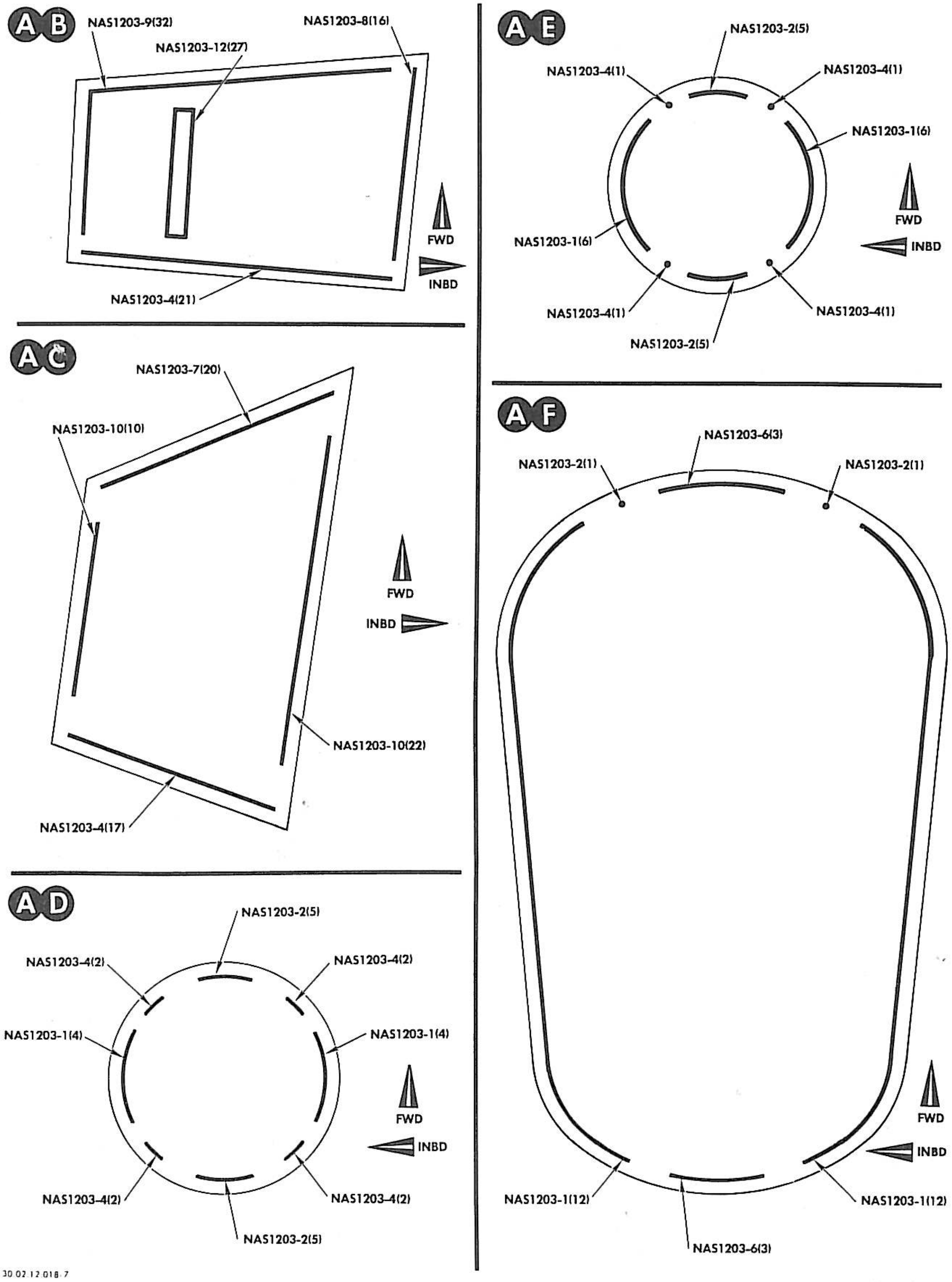
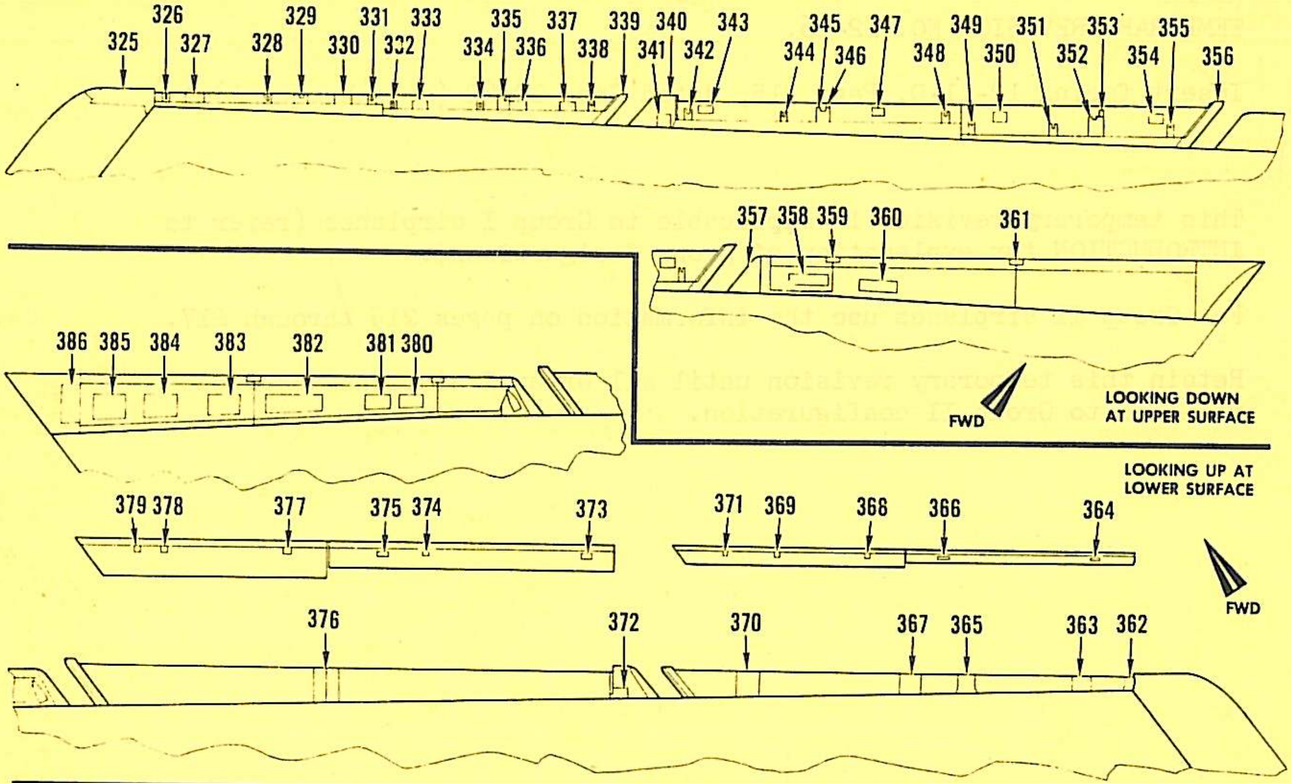
NAS1203-4(4)
NAS1203-5(3)
NAS1203-5(3)
NAS1203-5(3)
NAS1203-5(3)
Y
NAS1203-4(2)
NAS1203-8(9)
FWD
Z
NAS1103-2(3)
NAS1203-2(10)
NAS1203-5(5)
NAS1203-4(3)
NAS1203-5(3)
NAS1203-4(4)
NAS1203-5(2)
AA
NAS1203-12(29)
NAS1203-6(12)
NAS1203-5(8)
NAS1203-11(2)
NAS1203-9(31)
FWD
INBD
NAS1203-8(19)

Wing Lower Surface Access Doors and Panels
Figure 204 (Sheet 6 of 7)


A B
NAS1203-9(32)
NAS1203-8(16)
NAS1203-12(27)
FWD
INBD
NAS1203-4(21)
A C
NAS1203-7(20)
NAS1203-10(10)
FWD
INBD
NAS1203-10(22)
NAS1203-4(17)
A D
NAS1203-2(5)
NAS1203-4(2)
NAS1203-4(2)
NAS1203-1(4)
NAS1203-1(4)
FWD
INBD
NAS1203-4(2)
NAS1203-4(2)
NAS1203-2(5)
A E
NAS1203-2(5)
NAS1203-4(1)
NAS1203-4(1)
NAS1203-1(6)
FWD
NAS1203-1(6)
INBD
NAS1203-4(1)
NAS1203-4(1)
NAS1203-2(5)
A F
NAS1203-6(3)
NAS1203-2(1)
NAS1203-2(1)
FWD
INBD
NAS1203-1(12)
NAS1203-1(12)
NAS1203-6(3)
30 02 12 018 7

Wing Lower Surface Access Doors and Panels
Figure 204 (Sheet 7 of 7)

TEMPORARY REVISION NO. 12-16.


325
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359
360
361
386
385
384
383
382
381
380
LOOKING DOWN AT UPPER SURFACE
FWD
LOOKING UP AT LOWER SURFACE
379
378
377
375
374
373
371
369
366
366
364
FWD
376
372
370
367
365
363
362

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
325	LEADING EDGE	Ⓐ	•		•	NAS560HK3P-3	6
						-4	26
						-5	6
						-7	6
						NAS1203-2	4
						-3	4
						NAS221-8	3
						30-19764-7	1
						-9	1
326	FAIRING	Ⓑ	235		236	NAS1203-2	10
						-3	3
327	FAIRING		233		234	NAS1203-2	19
328	FAIRING	Ⓑ	231		232	NAS1203-2	10
						-3	3
329	FAIRING		229		230	NAS1203-2	17
330	FAIRING	Ⓒ	227		228	NAS1203-2	7
						-3	14
331	FAIRING	Ⓑ	225		226	NAS1203-2	10
						-3	3
332	FAIRING		223		224	NAS1203-2	16
333	FAIRING		221		222	NAS1203-2	24
334	FAIRING		219		220	NAS1203-2	16
335	FAIRING	Ⓓ	•		•	NAS1203-2	16
						-3	10
336	FAIRING		217		218	NAS1203-2	23
337	FAIRING		215		216	NAS1203-2	22
338	FAIRING		213		214	NAS1203-2	16
339	FAIRING	Ⓔ	•		•	NAS1203-2	25
						-3	3
						-4	14
						-5	1
						-6	4
340	FAIRING	Ⓕ	•		•	NAS1203-2	19
						-4	20
						-6	27

30 02 12 019.1

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Wing Leading Edge, Slat and Flap
Access Doors and Panels
Figure 205 (Sheet 1 of 4)

TEMPORARY REVISION NO. 12-16.

Insert facing 12-11-0, Page 215, dated Sep. 10/62 (or subsequent).

This temporary revision is applicable to Group I airplanes (refer to INTRODUCTION for explanation of group designations).

For Group II airplanes use the information on pages 215 through 217.

Retain this temporary revision until all Group I airplanes have been modified to Group II configuration.

TEMPORARY REVISION NO. 12-16.

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
358	PANEL		255		256	NAS333CPA7	44
359	FAIRING		241		242	NAS1203-4	16
360	PANEL		●		●	NAS333CPA6	46
361	FAIRING		239		240	NAS1203-4	20
362	PANEL	Ⓜ	253		254	NAS1203-2 -3 -5	2 13 5
363	PANEL		251		252	NAS1203-3	25
364	PANEL		173		174	NAS1203-1	10
365	PANEL		249		250	NAS1203-3	28
366	PANEL	Ⓝ	171		172	NAS1203-2 -3	9 4
367	PANEL	Ⓞ	247		248	NAS1203-2 -3 -5	9 15 8
368	PANEL		169		170	NAS1203-1	12
369	PANEL	Ⓟ	●		●	NAS1203-2 -3 -4	8 2 1
370	PANEL		●		●	NAS1203-2	26
371	PANEL		167		168	NAS1203-1	12
372	PANEL	Ⓠ	245		246	NAS1203-2 -6	11 7
373	PANEL		165		166	NAS1203-1	12
374	PANEL	Ⓡ	●		●	NAS1203-2 -3	5 3
375	PANEL		163		164	NAS1203-1	12
376	PANEL	Ⓢ	243		244	NAS1203-2 -3 -7	5 48 6
377	PANEL		161		162	NAS1203-1	14
378	PANEL	Ⓣ	●		●	NAS1203-2 -3 -4	8 2 1
379	PANEL		159		160	NAS1203-1	14
380	PANEL		283		284	NAS1203-4	35
381	PANEL		●		●	NAS1203-4	39
382	PANEL		281		282	NAS1203-4	92
383	PANEL		279		280	NAS1203-4	64
384	PANEL		277		278	NAS1203-4	71
385	PANEL		275		276	NAS1203-4	69
386	PANEL	Ⓤ	237		238	NAS1203-3 NAS1204-3 -4	31 2 2

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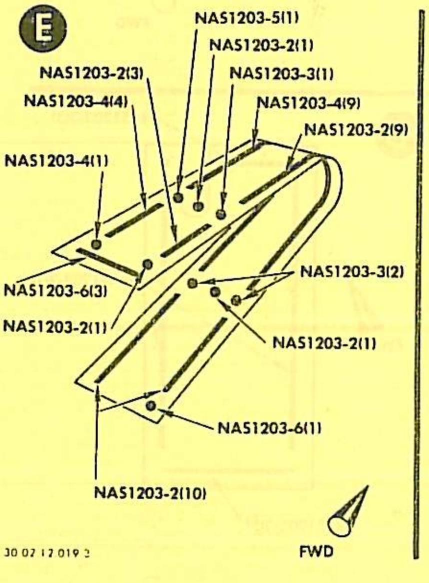
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NAS1203-6(3)
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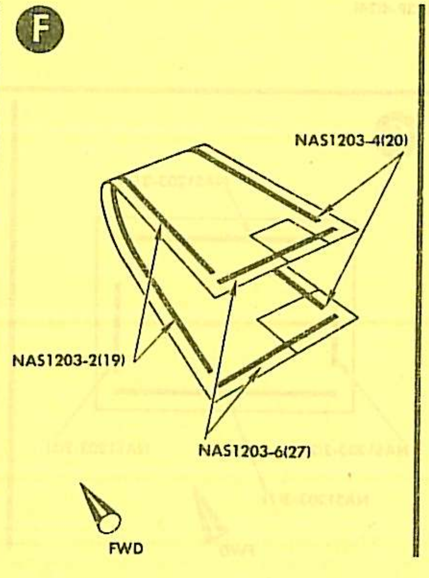
FWD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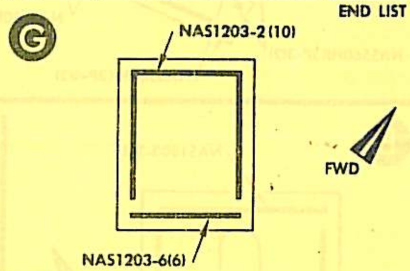
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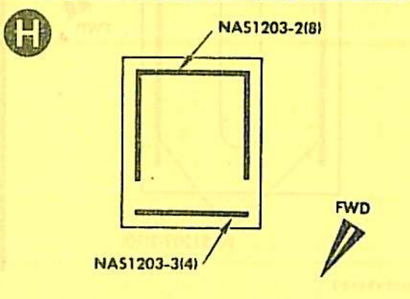
NAS1203-6(6)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NAS1203-2(8)
FWD
NAS1203-3(4)

Wing Leading Edge, Slat and Flap
Access Doors and Panels
Figure 205 (Sheet 3 of 4)

TEMPORARY REVISION NO. 12-16.

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
341	PANEL	Ⓖ	●		●	NAS1203-2 -6	10 6
342	PANEL		209		210	NAS1203-2	12
343	PANEL		207		208	NAS1203-1	16
344	PANEL		205		206	NAS1203-2	12
345	PANEL		203		204	NAS1203-2	59
346	PANEL	Ⓗ	●		●	NAS1203-2 -3	8 4
347	PANEL		201		202	NAS1203-1	16
348	PANEL		199		200	NAS1203-2	12
349	PANEL		197		198	NAS1203-3	14
350	PANEL		195		196	NAS1203-1	22
351	PANEL		193		194	NAS1203-3	14
352	PANEL	Ⓘ	191		192	NAS1203-2 -3	46 22
353	PANEL	Ⓙ	●		●	NAS1203-2 -3	9 7
354	PANEL		189		190	NAS1203-1	22
355	PANEL		187		188	NAS1203-3	14
356	PANEL	Ⓚ	185		186	NAS1203-2 -3 -4 -5 -7	40 4 20 1 5
357	PANEL	Ⓛ	●		●	NAS1202-3 -4 NAS1203-3 -6	17 2 17 24

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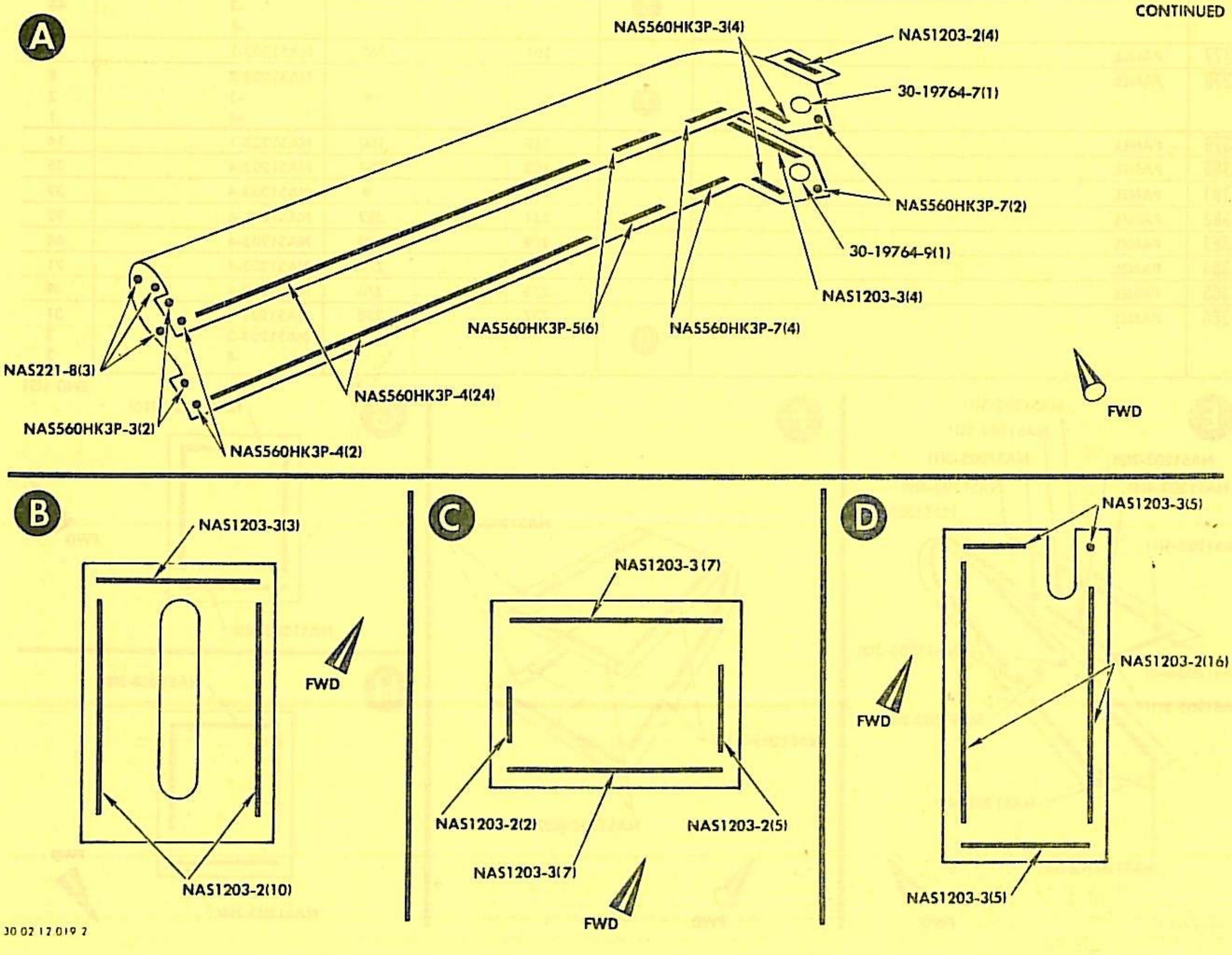
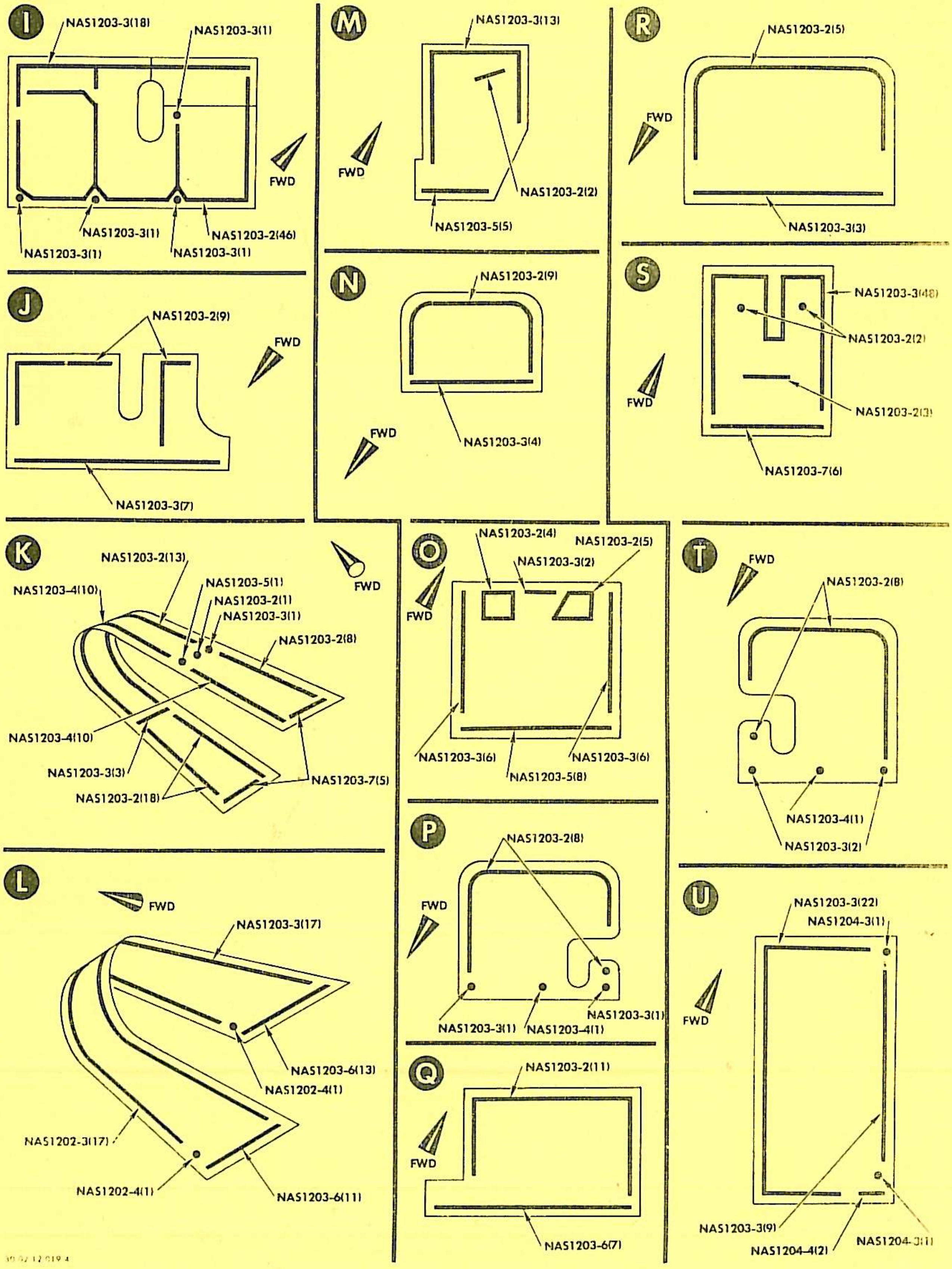
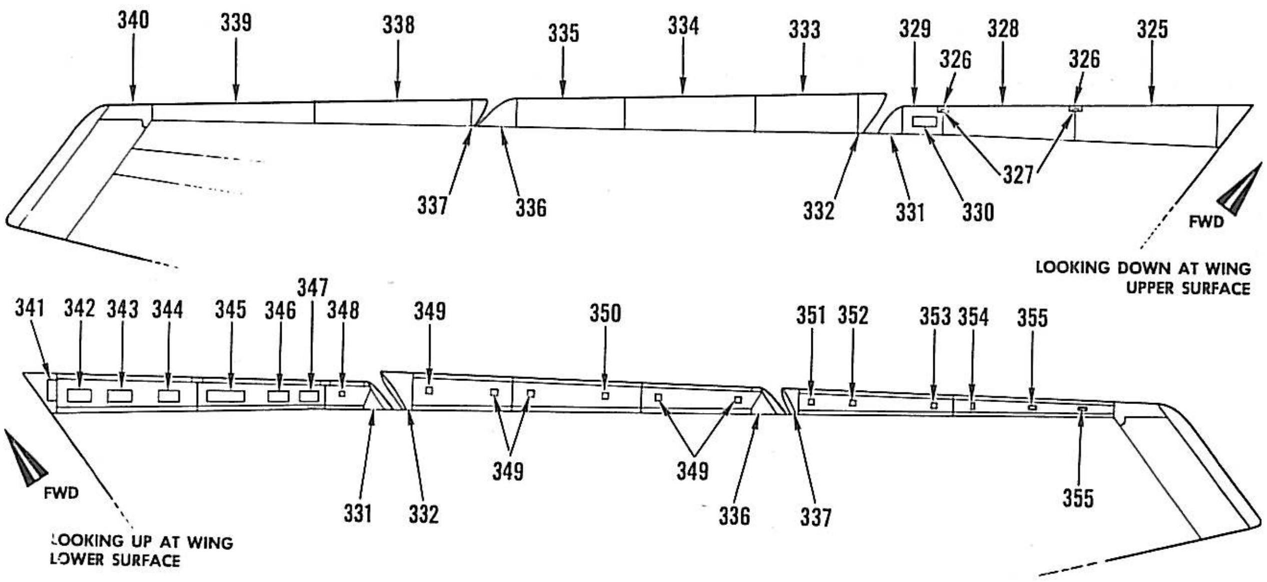

A
NAS560HK3P-3(4)
NAS1203-2(4)
30-19764-7(1)
NAS560HK3P-7(2)
30-19764-9(1)
NAS1203-3(4)
NAS560HK3P-5(6)
NAS560HK3P-7(4)
NAS221-8(3)
NAS560HK3P-4(24)
NAS560HK3P-3(2)
NAS560HK3P-4(2)
FWD
B
NAS1203-3(3)
NAS1203-2(10)
FWD
C
NAS1203-3(7)
NAS1203-2(2)
NAS1203-2(5)
NAS1203-3(7)
FWD
D
NAS1203-3(5)
NAS1203-2(16)
NAS1203-3(5)
FWD
30 02 12 019 2

Wing Leading Edge, Slat and Flap
Access Doors and Panels
Figure 205 (Sheet 2 of 4)

TEMPORARY REVISION NO. 12-16.


I
NAS1203-3(18)
NAS1203-3(1)
FWD
NAS1203-3(1)
NAS1203-2(46)
NAS1203-3(1)
NAS1203-3(1)
M
NAS1203-3(13)
FWD
NAS1203-2(2)
NAS1203-5(5)
R
NAS1203-2(5)
FWD
NAS1203-3(3)
J
NAS1203-2(9)
FWD
NAS1203-3(7)
N
NAS1203-2(9)
FWD
NAS1203-3(4)
S
NAS1203-3(48)
NAS1203-2(2)
FWD
NAS1203-2(3)
NAS1203-7(6)
K
NAS1203-2(13)
NAS1203-4(10)
NAS1203-5(1)
NAS1203-2(1)
NAS1203-3(1)
FWD
NAS1203-2(8)
NAS1203-4(10)
NAS1203-3(3)
NAS1203-2(18)
NAS1203-7(5)
O
NAS1203-2(4)
NAS1203-2(5)
NAS1203-3(2)
FWD
NAS1203-3(6)
NAS1203-3(6)
NAS1203-5(8)
T
FWD
NAS1203-2(8)
NAS1203-4(1)
NAS1203-3(2)
L
FWD
NAS1203-3(17)
NAS1203-6(13)
NAS1202-4(1)
NAS1202-3(17)
NAS1202-4(1)
NAS1203-6(11)
P
NAS1203-2(8)
FWD
NAS1203-3(1)
NAS1203-4(1)
NAS1203-3(1)
Q
NAS1203-2(11)
FWD
NAS1203-6(7)
U
NAS1203-3(22)
NAS1204-3(1)
FWD
NAS1203-3(9)
NAS1204-4(2)
NAS1204-3(1)
39.62.12.019.4

Wing Leading Edge, Slat and Flap
Access Doors and Panels
Figure 205 (Sheet 4 of 4)


340
339
338
335
334
333
329
326
328
326
325
337
336
332
331
330
327
FWD
LOOKING DOWN AT WING UPPER SURFACE
341
342
343
344
345
346
347
348
349
350
351
352
353
354
355
331
332
349
349
336
337
355
FWD
LOOKING UP AT WING LOWER SURFACE

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
325	LEADING EDGE, INBD, HINGED	Ⓐ	●		●	NAS1203-4 -6	2 50
326	PANEL FAIRING		●		●	NAS1203-4	16
327	SPLICE PLATE		●		●	NAS623-3-1	12
328	LEADING EDGE, INBD, HINGED	Ⓑ	●		●	NAS1203-4 -6	4 49
329	LEADING EDGE, INBD, HINGED	Ⓒ	●		●	NAS1203-4 -6	2 19
330	PANEL		●		●	NAS333CPA7	44
331	STUB, INBD PYLON, INBD SIDE	Ⓓ	●		●	NAS1202-3 -4 NAS1203-3 -4 -6	12 1 19 20 24
332	STUB, INBD PYLON, OUTBD SIDE	Ⓔ	●		●	NAS1203-3 -7	55 6
333	LEADING EDGE, CENTER	Ⓕ	●		●	AN525-10R9 NAS1203-7 -8 NAS1403-3	1 51 5 2
334	LEADING EDGE, CENTER	Ⓖ	●		●	AN525-10R9 NAS1203-7 -8 NAS1403-3	2 56 6 4
335	LEADING EDGE, CENTER	Ⓗ	●		●	AN525-10R9 NAS1203-7 -8 NAS1403-3	1 57 5 2
336	STUB, OUTBD PYLON, INBD SIDE	Ⓘ	●		●	NAS1202-3 NAS1203-2 -6	5 30 29
337	STUB, OUTBD PYLON, OUTBD SIDE	Ⓙ	●		●	NAS1203-2 -7	38 6
338	LEADING EDGE, OUTBD	Ⓚ	●		●	NAS1203-2 -7	9 200
339	LEADING EDGE, OUTBD	Ⓛ	●		●	NAS1203-3 -7	7 159
340	LEADING EDGE, TIP	Ⓜ	●		●	30-19764-9 -11 NAS221-8 NAS560HK3P-3 -4 -5 -7 NAS1203-3	1 1 3 6 26 6 6 5

30.02.12.019-1 A

CONTINUED

Wing Leading Edge and Flap Access Doors and Panels
Figure 205 (Sheet 1 of 3)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
341	PANEL	N	●		●	NAS1203-3 NAS1204-3 -4	31 2 2
342	PANEL		●		●	NAS1203-4	69
343	PANEL		●		●	NAS1203-4	71
344	PANEL		●		●	NAS1203-4	64
345	PANEL		●		●	NAS1203-4	92
346	PANEL		●		●	NAS1203-4	39
347	PANEL		●		●	NAS1203-4	35
348	PANEL		●		●	NAS1203-2	4
349	PANEL	O	●		●	NAS1203-2 -4	4 6
350	PANEL	P	●		●	NAS1203-2 -4	4 6
351	PANEL		●		●	NAS1203-2	12
352	PANEL		●		●	NAS1203-2	17
353	PANEL		●		●	NAS1203-2	8
354	PANEL		●		●	NAS1203-2	11
355	PANEL		●		●	NAS1203-2	9

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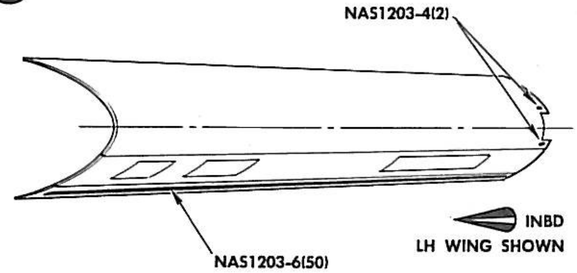
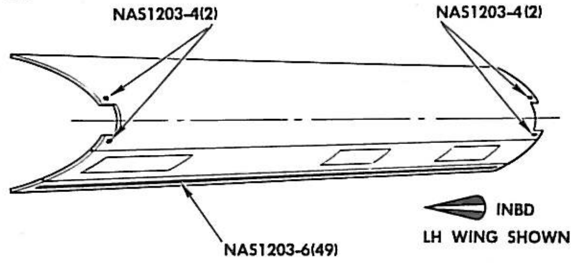

NAS1203-4(2)
NAS1203-6(50)
INBD
LH WING SHOWN

B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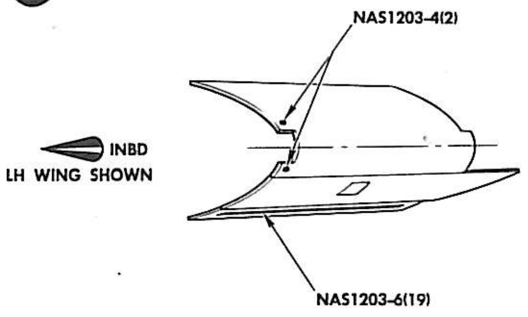
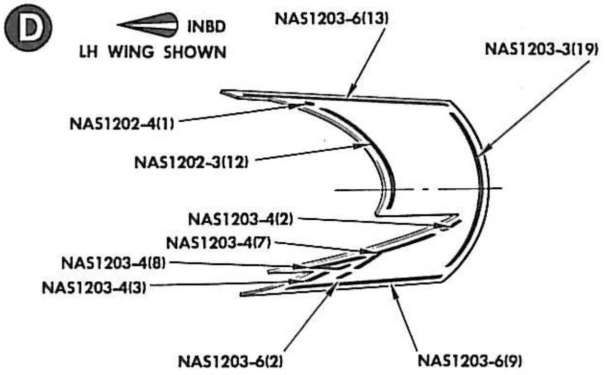
NAS1203-4(2)
NAS1203-6(49)
INBD
LH WING SHOWN

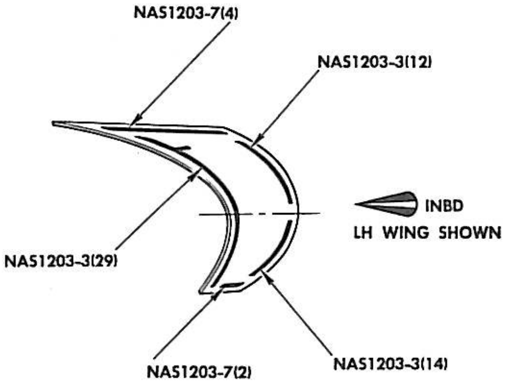
C


NAS1203-4(2)
INBD
LH WING SHOWN
NAS1203-6(19)

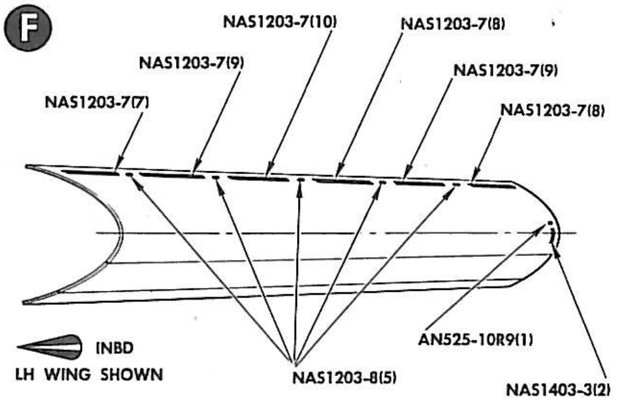
D


INBD
LH WING SHOWN
NAS1203-6(13)
NAS1203-3(19)
NAS1202-4(1)
NAS1202-3(12)
NAS1203-4(2)
NAS1203-4(7)
NAS1203-4(8)
NAS1203-4(3)
NAS1203-6(2)
NAS1203-6(9)

E

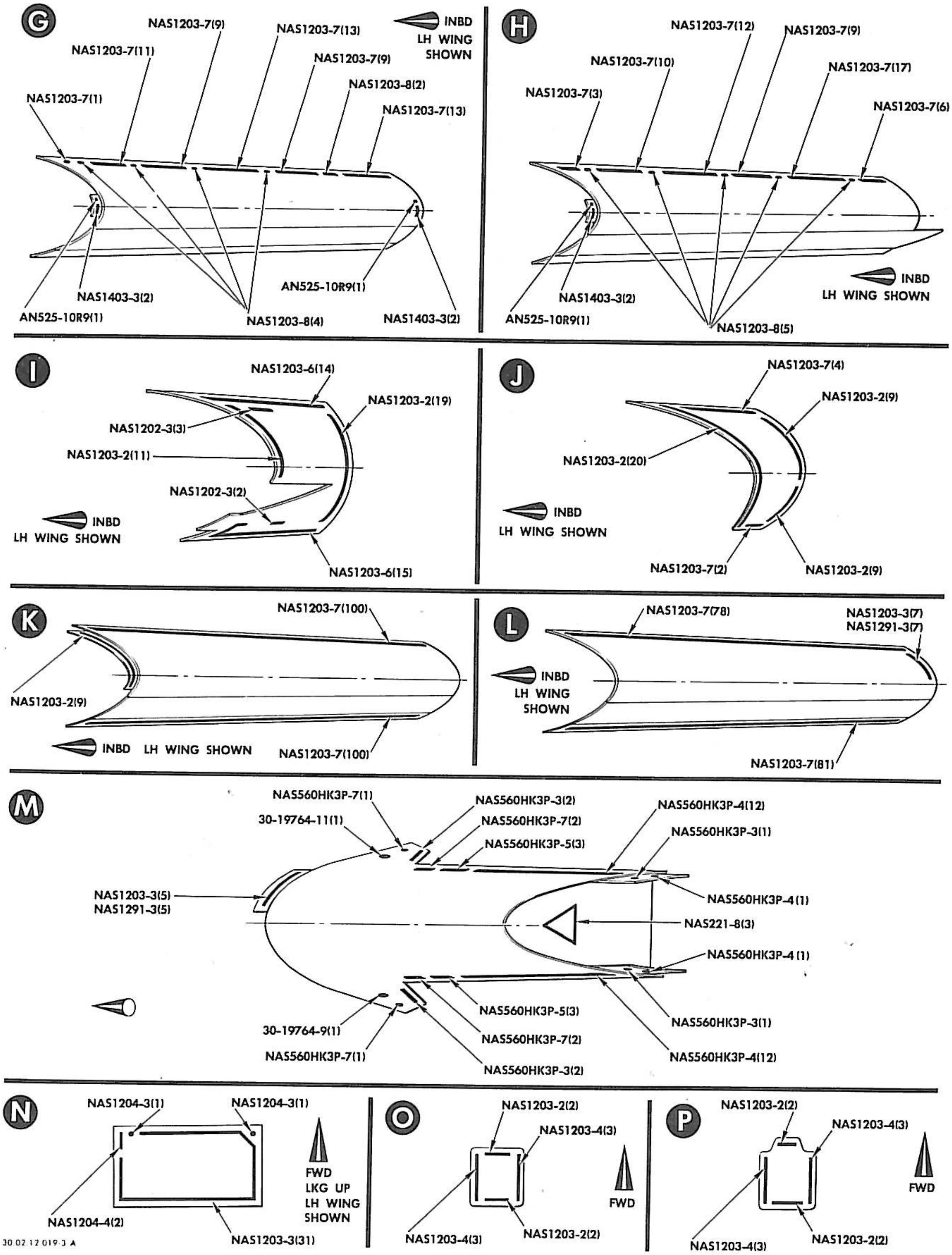

NAS1203-7(4)
NAS1203-3(12)
INBD
LH WING SHOWN
NAS1203-3(29)
NAS1203-7(2)
NAS1203-3(14)

F


NAS1203-7(10)
NAS1203-7(8)
NAS1203-7(9)
NAS1203-7(9)
NAS1203-7(7)
NAS1203-7(8)
INBD
LH WING SHOWN
NAS1203-8(5)
AN525-10R9(1)
NAS1403-3(2)

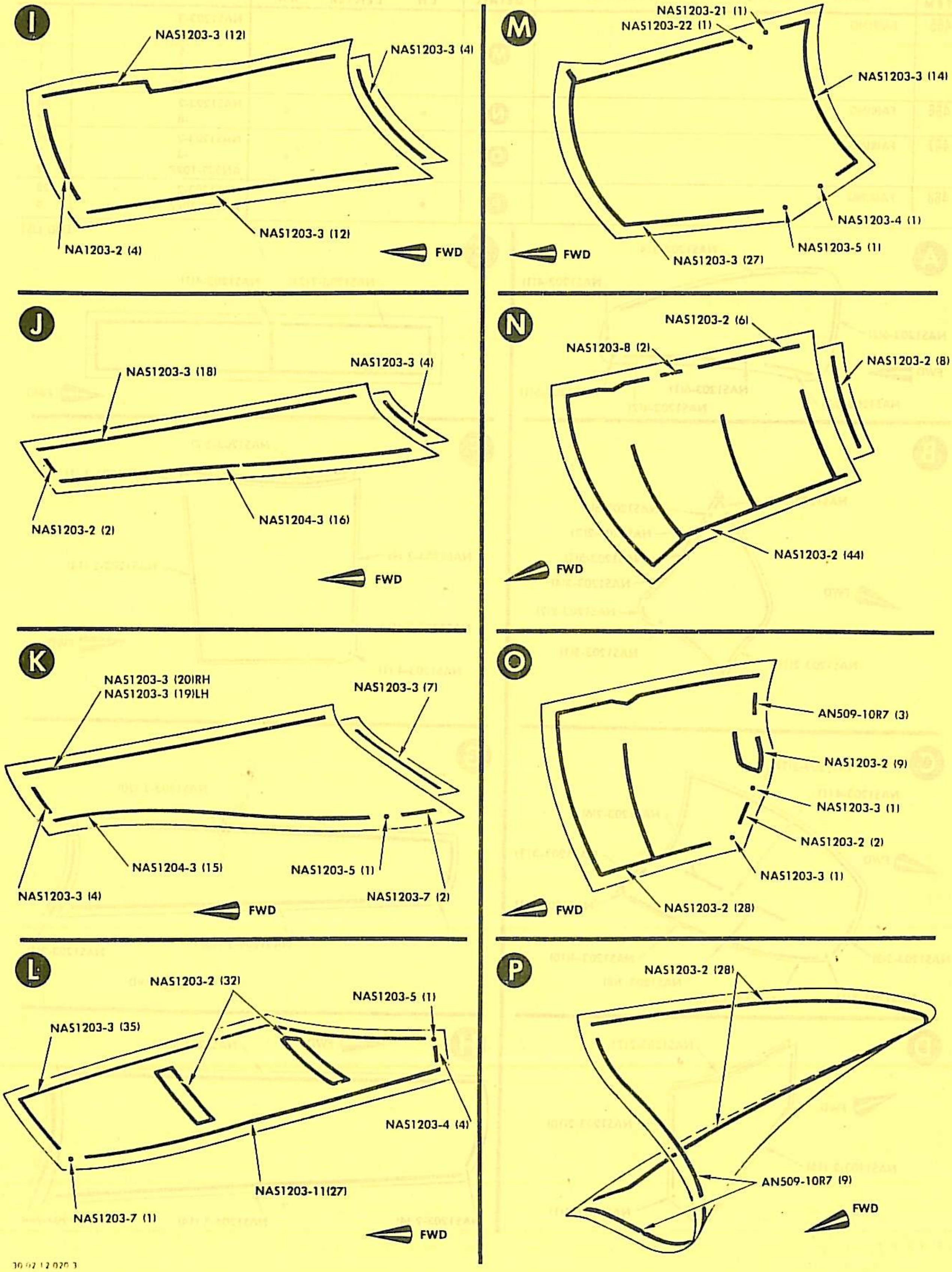
30.02.12.019-2 A

Wing Leading Edge and Flap Access
Doors and Panels
Figure 205 (Sheet 2 of 3)


G
NAS1203-7(9)
NAS1203-7(13)
INBD
LH WING SHOWN
NAS1203-7(11)
NAS1203-7(9)
NAS1203-8(2)
NAS1203-7(1)
NAS1203-7(13)
AN525-10R9(1)
NAS1403-3(2)
AN525-10R9(1)
NAS1203-8(4)
NAS1403-3(2)
H
NAS1203-7(12)
NAS1203-7(9)
NAS1203-7(10)
NAS1203-7(17)
NAS1203-7(3)
NAS1203-7(6)
INBD
LH WING SHOWN
NAS1403-3(2)
AN525-10R9(1)
NAS1203-8(5)
I
NAS1203-6(14)
NAS1203-2(19)
NAS1202-3(3)
NAS1203-2(11)
NAS1202-3(2)
INBD
LH WING SHOWN
NAS1203-6(15)
J
NAS1203-7(4)
NAS1203-2(9)
NAS1203-2(20)
INBD
LH WING SHOWN
NAS1203-7(2)
NAS1203-2(9)
K
NAS1203-7(100)
NAS1203-2(9)
INBD LH WING SHOWN
NAS1203-7(100)
L
NAS1203-7(78)
NAS1203-3(7)
NAS1291-3(7)
INBD
LH WING SHOWN
NAS1203-7(81)
M
NAS560HK3P-7(1)
30-19764-11(1)
NAS560HK3P-3(2)
NAS560HK3P-7(2)
NAS560HK3P-5(3)
NAS560HK3P-4(12)
NAS560HK3P-3(1)
NAS1203-3(5)
NAS1291-3(5)
NAS560HK3P-4(1)
NAS221-8(3)
NAS560HK3P-4(1)
NAS560HK3P-5(3)
NAS560HK3P-3(1)
30-19764-9(1)
NAS560HK3P-7(2)
NAS560HK3P-7(1)
NAS560HK3P-4(12)
NAS560HK3P-3(2)
N
NAS1204-3(1)
NAS1204-3(1)
FWD
LKG UP
LH WING
SHOWN
NAS1204-4(2)
NAS1203-3(31)
30 02 12 019-3 A
O
NAS1203-2(2)
NAS1203-4(3)
FWD
NAS1203-4(3)
NAS1203-2(2)
P
NAS1203-2(2)
NAS1203-4(3)
FWD
NAS1203-4(3)
NAS1203-2(2)

Wing Leading Edge and Flap Access Doors and Panels
Figure 205 (Sheet 3 of 3)

TEMPORARY REVISION NO. 12-17.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NA1203-2 (4)
NAS1203-3 (12)
FWD
M
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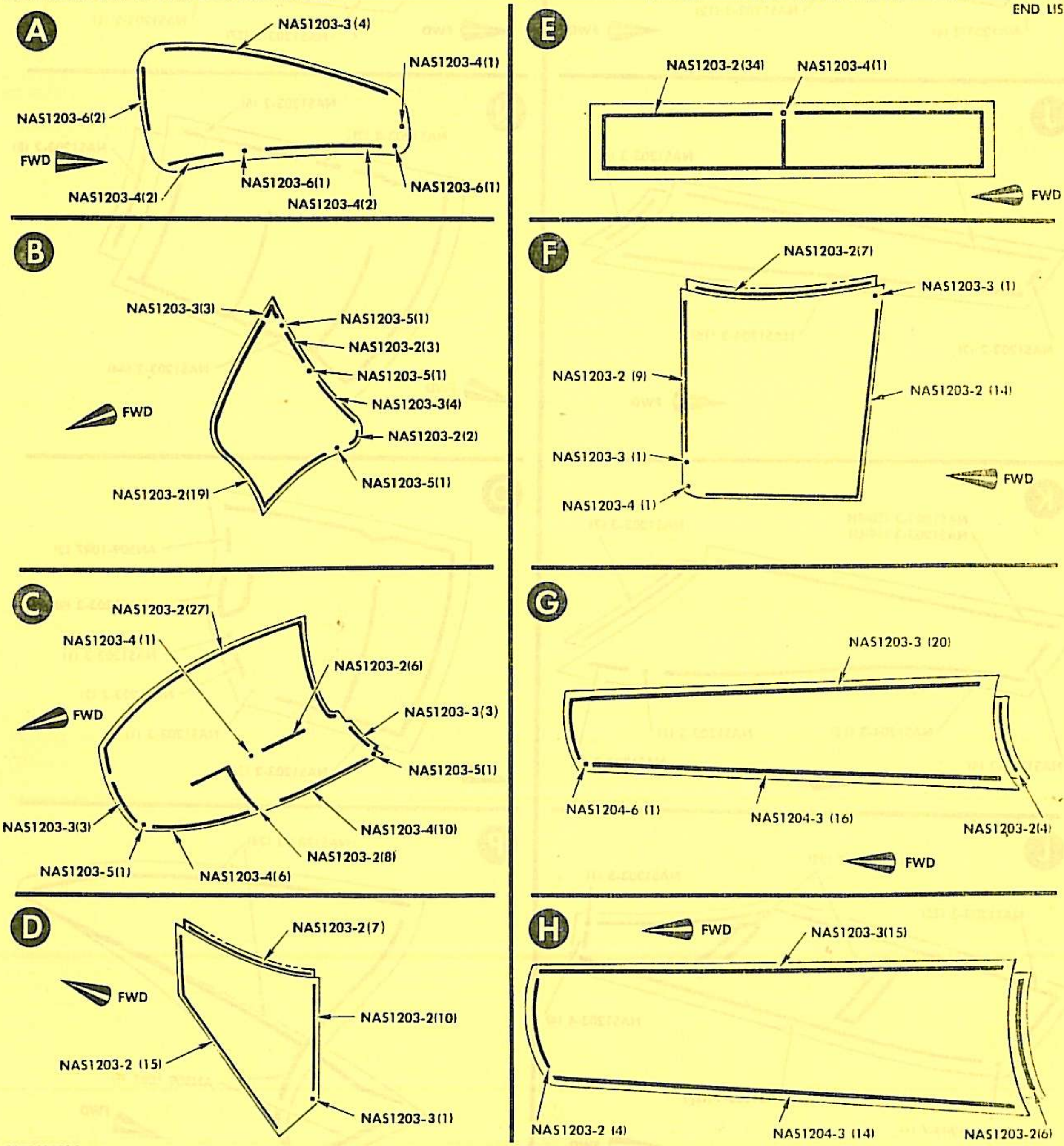
NAS1203-22 (1)
NAS1203-3 (14)
NAS1203-4 (1)
NAS1203-5 (1)
NAS1203-3 (27)
FWD
J
NAS1203-3 (18)
NAS1203-3 (4)
NAS1203-2 (2)
NAS1204-3 (16)
FWD
N
NAS1203-2 (6)
NAS1203-8 (2)
NAS1203-2 (8)
NAS1203-2 (44)
FWD
K
NAS1203-3 (20)RH
NAS1203-3 (19)LH
NAS1203-3 (7)
NAS1204-3 (15)
NAS1203-5 (1)
NAS1203-3 (4)
NAS1203-7 (2)
FWD
O
AN509-10R7 (3)
NAS1203-2 (9)
NAS1203-3 (1)
NAS1203-2 (2)
NAS1203-3 (1)
NAS1203-2 (28)
FWD
L
NAS1203-2 (32)
NAS1203-5 (1)
NAS1203-3 (35)
NAS1203-4 (4)
NAS1203-11(27)
NAS1203-7 (1)
FWD
P
NAS1203-2 (28)
AN509-10R7 (9)
FWD
30 02 12 020 3

Wing-To-Fuselage Fairing
Figure 206 (Sheet 3 of 3)

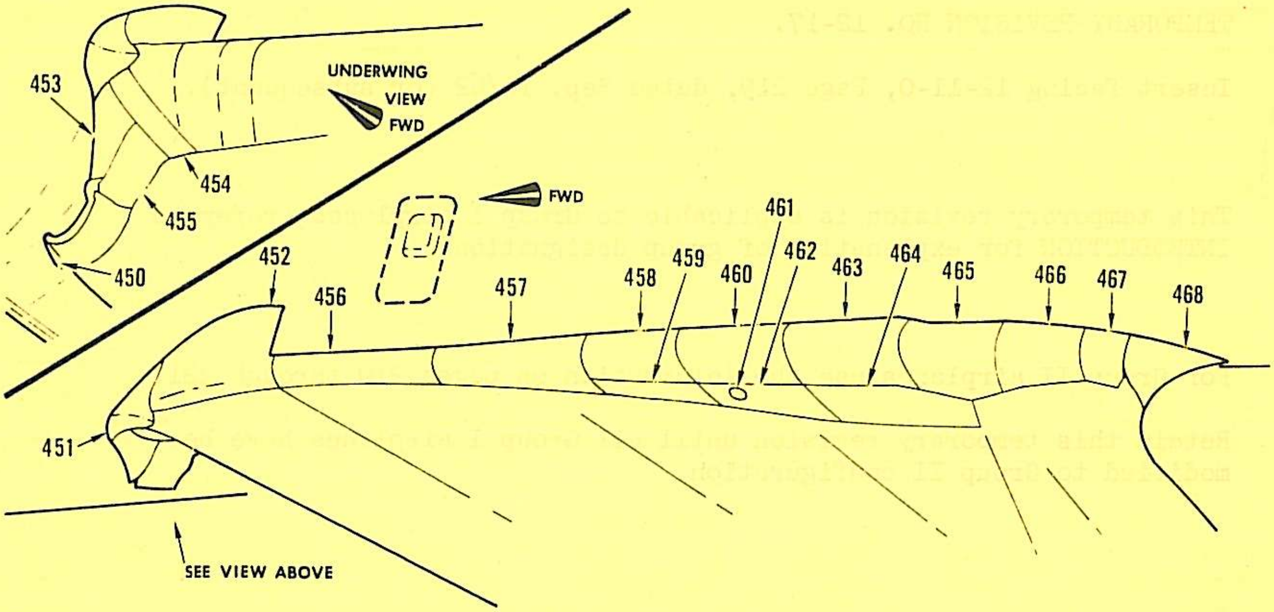
TEMPORARY REVISION NO. 12-17.

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
465	FAIRING	M	●		●	NAS1203-3 -4 -5 -21 -22	41 1 1 1 1
466	FAIRING	N	●		●	NAS1203-2 -8	58 2
467	FAIRING	O	●		●	NAS1203-2 -3 AN509-10R7	39 2 3
468	FAIRING	P	●		●	NAS1203-2 AN509-10R7	28 9

END LIST


A
NAS1203-3(4)
NAS1203-4(1)
NAS1203-6(2)
FWD
NAS1203-4(2)
NAS1203-6(1)
NAS1203-4(2)
NAS1203-6(1)
E
NAS1203-2(34)
NAS1203-4(1)
FWD
B
NAS1203-3(3)
NAS1203-5(1)
NAS1203-2(3)
NAS1203-5(1)
NAS1203-3(4)
FWD
NAS1203-2(2)
NAS1203-5(1)
NAS1203-2(19)
F
NAS1203-2(7)
NAS1203-3 (1)
NAS1203-2 (9)
NAS1203-2 (14)
NAS1203-3 (1)
FWD
NAS1203-4 (1)
C
NAS1203-2(27)
NAS1203-4 (1)
NAS1203-2(6)
FWD
NAS1203-3(3)
NAS1203-5(1)
NAS1203-3(3)
NAS1203-4(10)
NAS1203-2(8)
NAS1203-5(1)
NAS1203-4(6)
G
NAS1203-3 (20)
NAS1204-6 (1)
NAS1204-3 (16)
NAS1203-2(4)
FWD
D
NAS1203-2(7)
FWD
NAS1203-2(10)
NAS1203-2 (15)
NAS1203-3(1)
H
FWD
NAS1203-3(15)
NAS1203-2 (4)
NAS1204-3 (14)
NAS1203-2(6)
32 02 17 020 7

Wing-To-Fuselage Fairing
Figure 206 (Sheet 2 of 3)


453
UNDERWING VIEW FWD
454
455
450
FWD
461
452
456
457
458
459
460
462
463
464
465
466
467
468
451
SEE VIEW ABOVE

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
450	FAIRING	Ⓐ	●		●	NAS1203-3 -4 -6	4 5 4
451	FAIRING	Ⓑ	●		●	NAS1203-2 -3 -5	24 7 3
452	FAIRING	Ⓒ	●		●	NAS1203-2 -3 -4 -5	41 6 17 2
453	FAIRING	Ⓓ	●		●	NAS1203-2 -3	32 1
454	FAIRING	Ⓔ	●		●	NAS1203-2 -4	34 1
455	FAIRING	Ⓕ	●		●	NAS1203-2 -3 -4	30 2 1
456	FAIRING	Ⓖ	●		●	NAS1203-2 -3 NAS1204-3 -6	4 20 16 1
457	FAIRING	Ⓗ	●		●	NAS1203-2 -3 NAS1204-3	10 15 14
458	FAIRING	Ⓘ	●		●	NAS1203-2 -3	4 28
459	FAIRING	Ⓙ	●		●	NAS1203-2 -3 NAS1204-3	2 22 16
460	FAIRING		●		●	NAS1203-3	37
461	PANEL		●			NAS1203-3	10
462	FAIRING	Ⓚ	●		●	NAS1203-3 -3 (SEE NOTE) -5 -7 NAS1204-3	30 31 1 2 15
463	FAIRING		●		●	NAS1203-3	43
464	FAIRING	Ⓛ	●		●	NAS1203-2 -3 -4 -5 -7 -11	32 35 4 1 1 27

NOTE: RH FAIRING ONLY

CONTINUED

Wing-To-Fuselage Fairing
Figure 206 (Sheet 1 of 3)

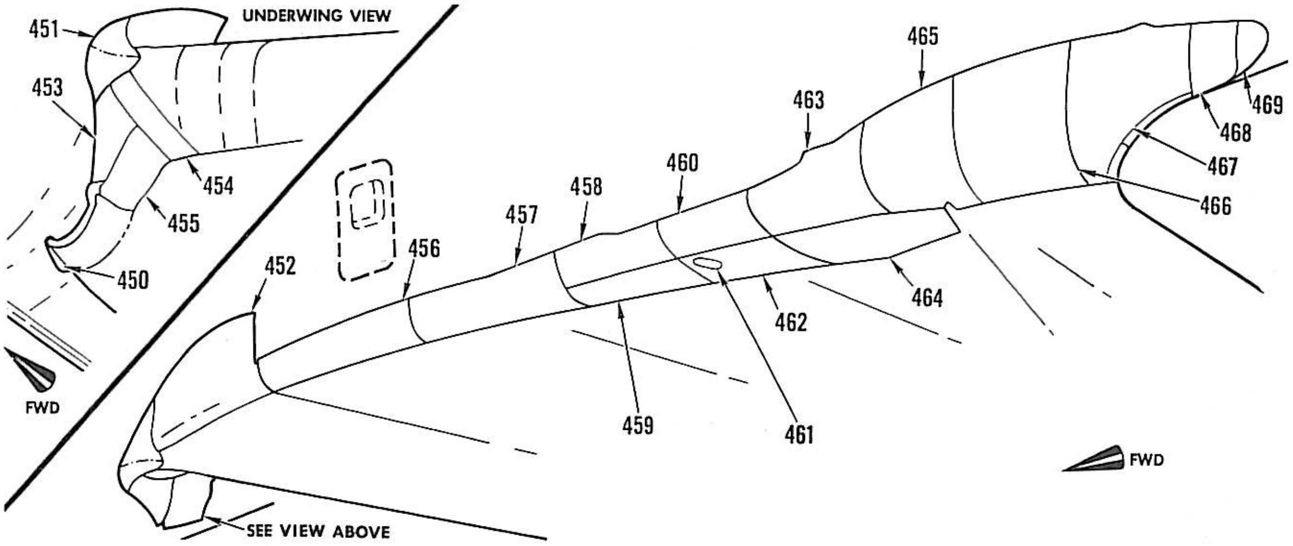
TEMPORARY REVISION NO. 12-17.

Insert facing 12-11-0, Page 219, dated Sep. 10/62 (or subsequent).

This temporary revision is applicable to Group I airplanes (refer to INTRODUCTION for explanation of group designations).

For Group II airplanes use the information on pages 219 through 221.

Retain this temporary revision until all Group I airplanes have been modified to Group II configuration.


UNDERWING VIEW
451
453
454
455
450
FWD
452
456
457
458
460
463
465
469
468
467
466
464
462
459
461
FWD
SEE VIEW ABOVE

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
450	FAIRING	Ⓐ	●		●	NAS1203-3 -4 -6	4 5 4
451	FAIRING	Ⓑ	●		●	NAS1203-2 -3 -5	24 7 3
452	FAIRING	Ⓒ	●		●	NAS1203-2 -3 -4 -5	41 6 17 2
453	FAIRING	Ⓓ	●		●	NAS1203-2 -3	32 1
454	FAIRING	Ⓔ	●		●	NAS1203-2 -4	34 1
455	FAIRING	Ⓕ	●		●	NAS1203-2 -3 -4	30 2 1
456	FAIRING	Ⓖ	●		●	NAS1203-2 -3 NAS1204-3 -6	4 20 16 1
457	FAIRING	Ⓗ	●		●	NAS1203-2 -3 NAS1204-3	10 15 14
458	FAIRING	Ⓘ	●		●	NAS1203-2 -3	4 28
459	FAIRING	Ⓙ	●		●	NAS1203-2 -3 NAS1204-3	2 22 16
460	FAIRING		●		●	NAS1203-3	37
461	DOOR		●			QUICK-TYPE	
462	FAIRING	Ⓚ	●		●	NAS1203-3 -3 (SEE NOTE) -5 -7 NAS1204-3	30 31 1 2 15
463	FAIRING	Ⓛ	●		●	NAS1203-3 -5 -7 -10	30 16 1 1
464	FAIRING	Ⓜ	●		●	NAS1203-2 -3 -4 -5 -7 -11	32 35 4 1 1 26

30.02.12.020-1 A

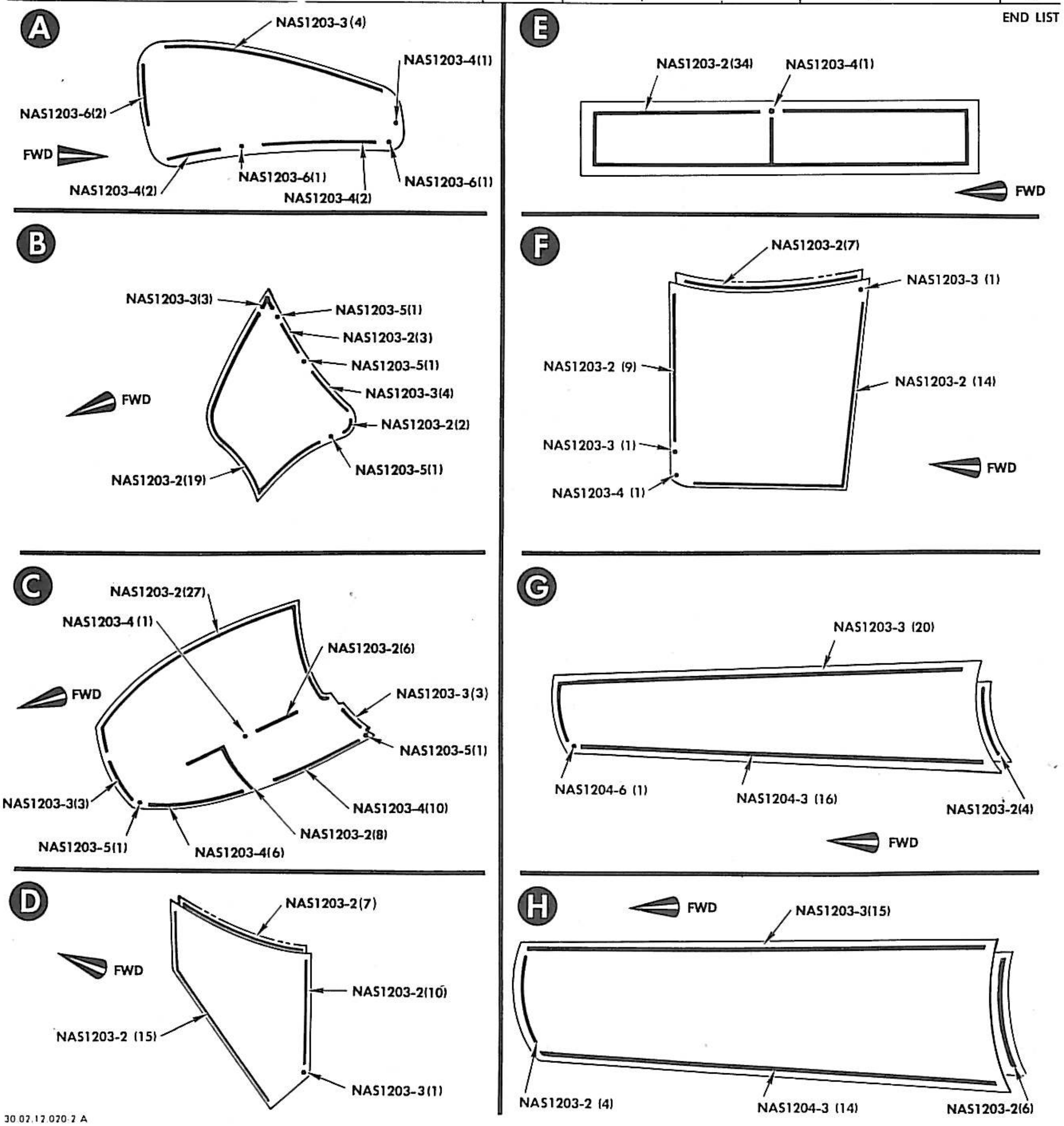
NOTE: RH FAIRING ONLY

CONTINUED

Wing-To-Fuselage Fairing
Figure 206 (Sheet 1 of 3)

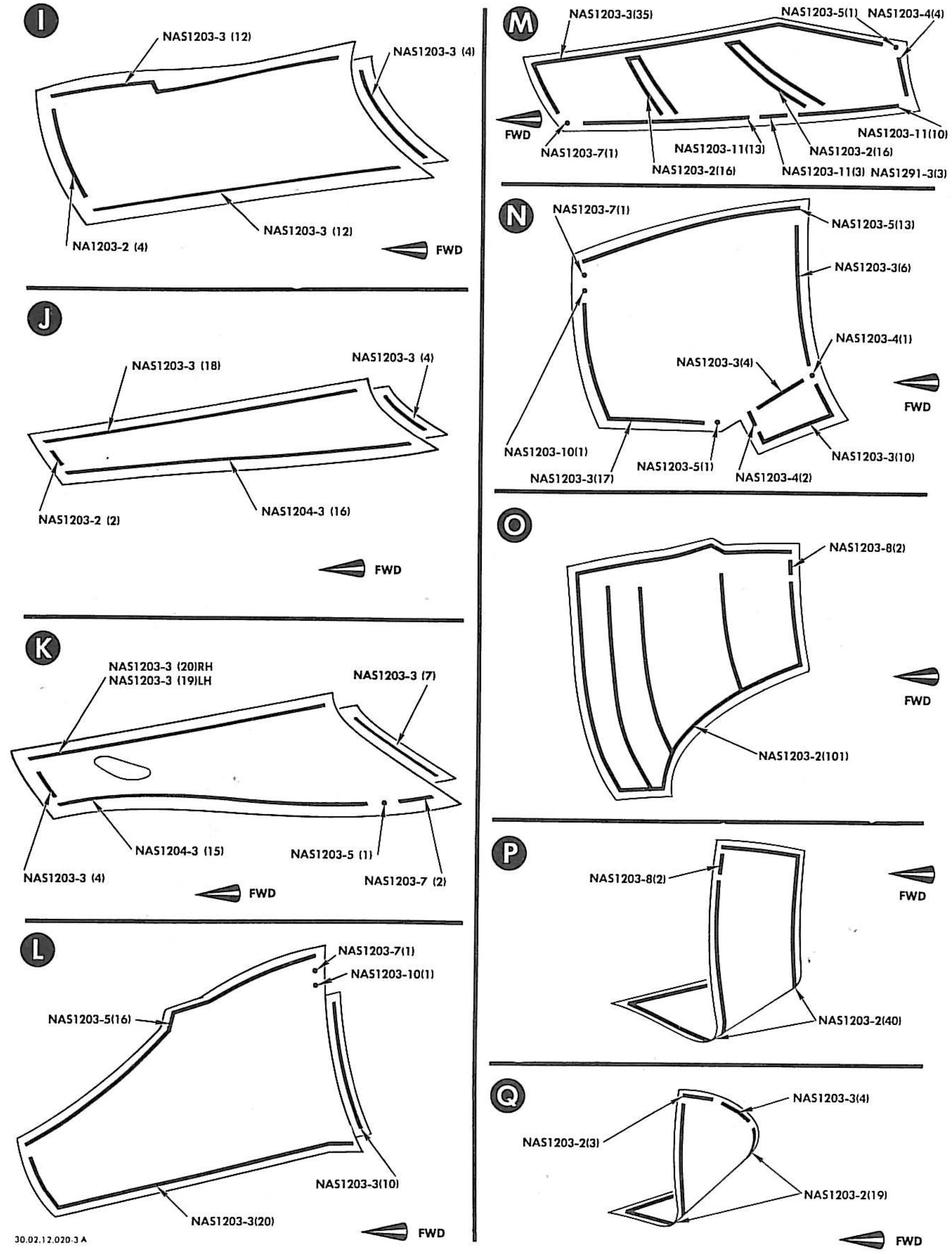
KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
465	FAIRING	Ⓝ	●		●	NAS1203-3 -4 -5 -7 -10	37 3 14 1 1
466	FAIRING		●		●	NAS1203-2	109
467	FAIRING	Ⓞ	●		●	NAS1203-2 -8	101 2
468	FAIRING	Ⓟ	●		●	NAS1203-2 -8	40 2
469	FAIRING	Ⓠ	●		●	NAS1203-2 -3	22 4

END LIST

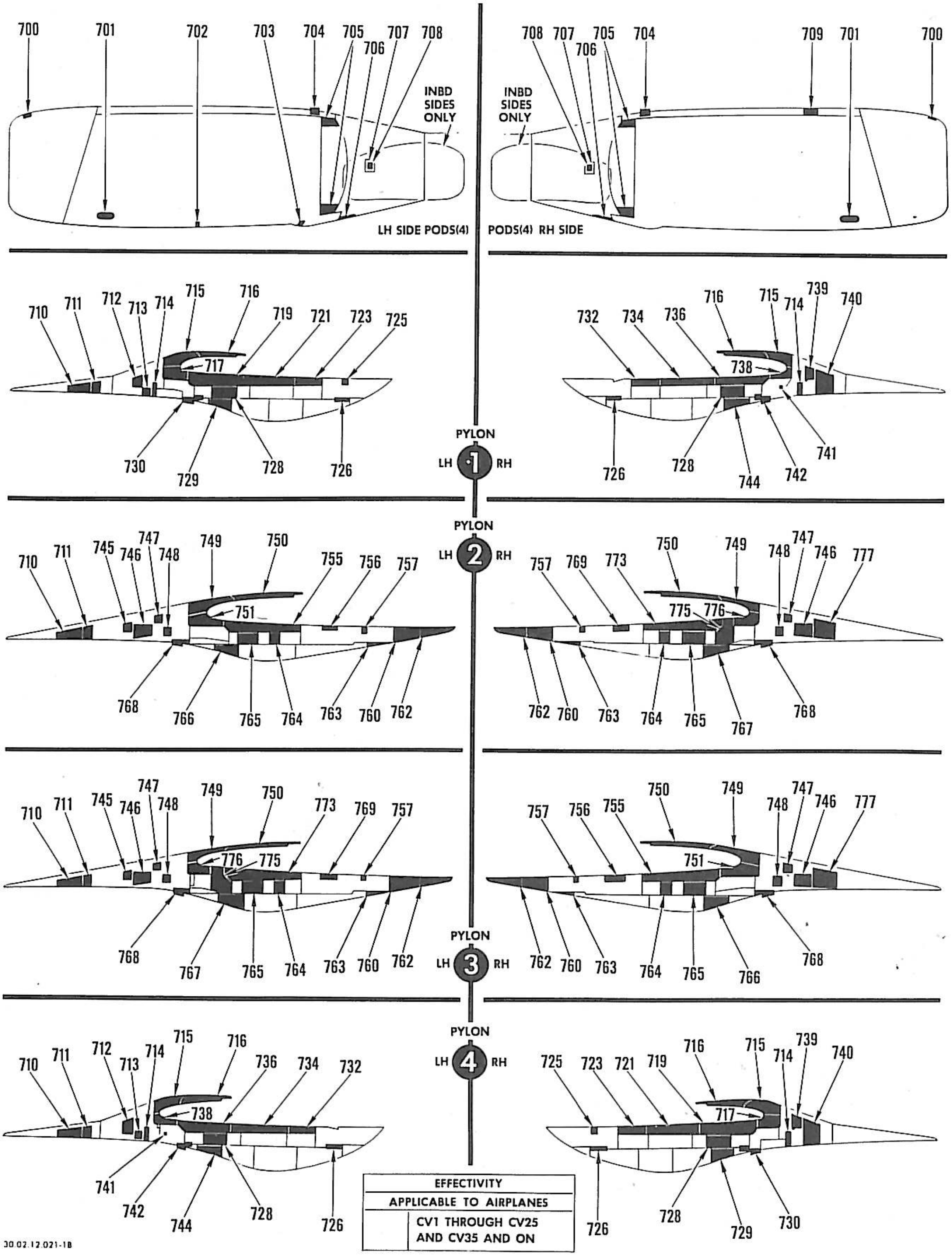

A
NAS1203-3(4)
NAS1203-4(1)
NAS1203-6(2)
FWD
NAS1203-4(2)
NAS1203-6(1)
NAS1203-4(2)
NAS1203-6(1)
B
NAS1203-3(3)
NAS1203-5(1)
NAS1203-2(3)
NAS1203-5(1)
FWD
NAS1203-3(4)
NAS1203-2(2)
NAS1203-2(19)
NAS1203-5(1)
C
NAS1203-2(27)
NAS1203-4(1)
NAS1203-2(6)
FWD
NAS1203-3(3)
NAS1203-5(1)
NAS1203-3(3)
NAS1203-4(10)
NAS1203-2(8)
NAS1203-5(1)
NAS1203-4(6)
D
NAS1203-2(7)
FWD
NAS1203-2(10)
NAS1203-2 (15)
NAS1203-3(1)
E
NAS1203-2(34)
NAS1203-4(1)
FWD
F
NAS1203-2(7)
NAS1203-3 (1)
NAS1203-2 (9)
NAS1203-2 (14)
NAS1203-3 (1)
FWD
NAS1203-4 (1)
G
NAS1203-3 (20)
NAS1204-6 (1)
NAS1204-3 (16)
NAS1203-2(4)
FWD
H
FWD
NAS1203-3(15)
NAS1203-2 (4)
NAS1204-3 (14)
NAS1203-2(6)

30.02.12.020-2 A

Wing-To-Fuselage Fairing
Figure 206 (Sheet 2 of 3)


I
NAS1203-3 (12)
NAS1203-3 (4)
NA1203-2 (4)
NAS1203-3 (12)
FWD
J
NAS1203-3 (18)
NAS1203-3 (4)
NAS1203-2 (2)
NAS1204-3 (16)
FWD
K
NAS1203-3 (20)RH
NAS1203-3 (19)LH
NAS1203-3 (7)
NAS1203-3 (4)
NAS1204-3 (15)
NAS1203-5 (1)
NAS1203-7 (2)
FWD
L
NAS1203-7(1)
NAS1203-10(1)
NAS1203-5(16)
NAS1203-3(10)
NAS1203-3(20)
FWD
30.02.12.020-3 A
M
NAS1203-3(35)
NAS1203-5(1)
NAS1203-4(4)
FWD
NAS1203-11(10)
NAS1203-7(1)
NAS1203-11(13)
NAS1203-2(16)
NAS1203-2(16)
NAS1203-11(3)
NAS1291-3(3)
N
NAS1203-7(1)
NAS1203-5(13)
NAS1203-3(6)
NAS1203-4(1)
NAS1203-3(4)
FWD
NAS1203-10(1)
NAS1203-3(17)
NAS1203-5(1)
NAS1203-4(2)
NAS1203-3(10)
O
NAS1203-8(2)
FWD
NAS1203-2(101)
P
NAS1203-8(2)
FWD
NAS1203-2(40)
Q
NAS1203-3(4)
NAS1203-2(3)
NAS1203-2(19)
FWD

Wing-To-Fuselage Fairing
Figure 206 (Sheet 3 of 3)


700
701
702
703
704
705
706
707
708
INBD SIDES ONLY
LH SIDE PODS(4)
708
707
706
705
704
709
701
700
INBD SIDES ONLY
PODS(4) RH SIDE
710
711
712
713
714
715
716
717
719
721
723
725
730
729
728
726
PYLON
LH 1 RH
732
734
736
716
715
714
739
740
738
726
728
744
742
741
PYLON
LH 2 RH
710
711
745
746
747
748
749
750
751
755
756
757
768
766
765
764
763
760
762
757
769
773
750
749
748
747
746
777
775
776
762
760
763
764
765
767
768
710
711
745
746
747
748
749
750
773
769
757
776
775
768
767
765
764
763
760
762
PYLON
LH 3 RH
757
756
755
750
749
748
747
746
777
751
762
760
763
764
765
766
768
PYLON
LH 4 RH
710
711
712
713
714
715
716
736
734
732
738
741
742
744
728
726
725
723
721
719
716
715
714
739
740
717
726
728
729
730
30.02.12.021-1B

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
	CV1 THROUGH CV25 AND CV35 AND ON

Engine No. 2 or 3 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 1 of 10)

TEMPORARY REVISION NO. 12-18.

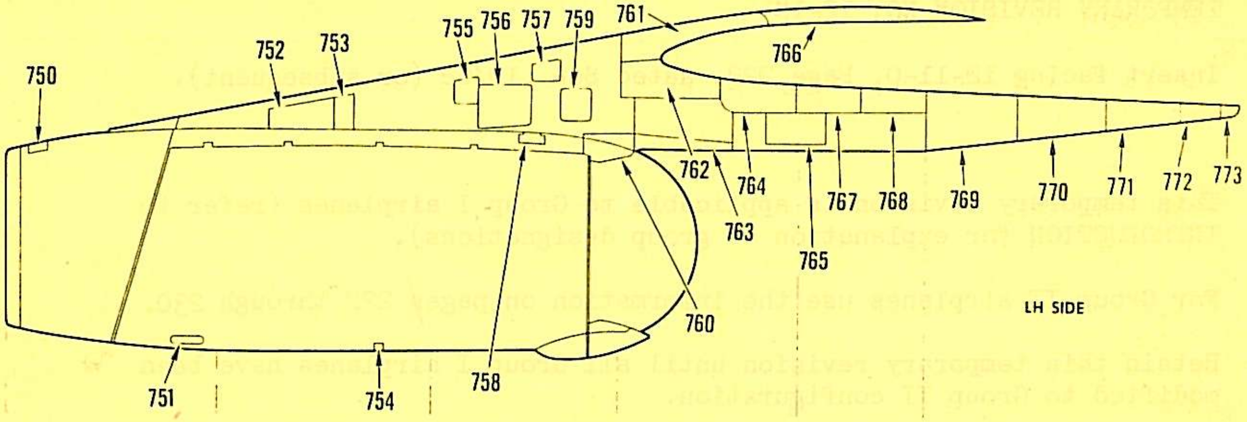
Insert facing 12-11-0, Page 222, dated Sep. 10/62 (or subsequent).

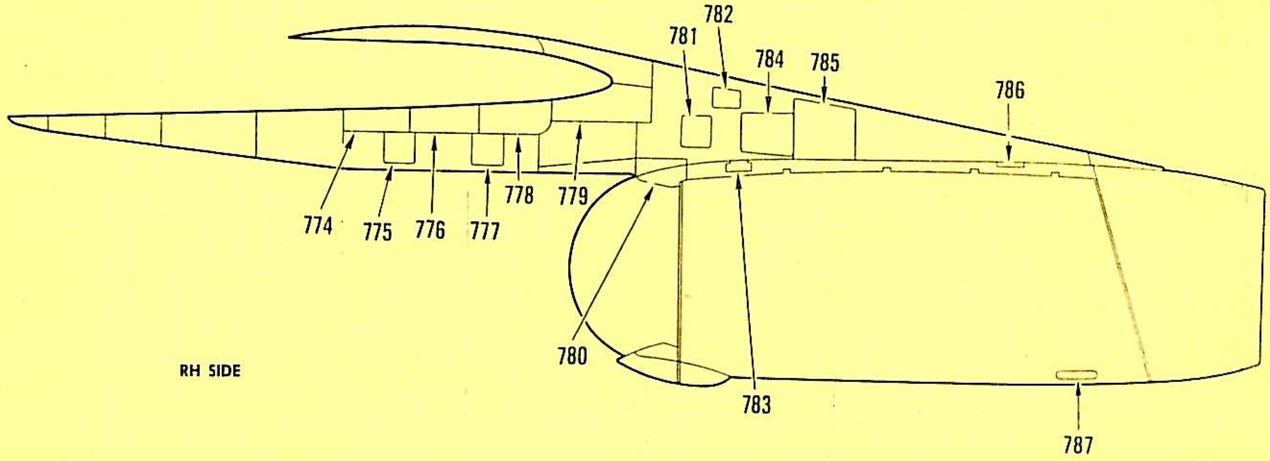
This temporary revision is applicable to Group I airplanes (refer to INTRODUCTION for explanation of group designations).

For Group II airplanes use the information on pages 222 through 230.

Retain this temporary revision until all Group I airplanes have been modified to Group II configuration.

TEMPORARY REVISION NO. 12-18.


750
751
752
753
754
755
756
757
759
758
761
766
760
762
763
764
765
767
768
769
770
771
772
773
LH SIDE


782
781
784
785
786
774
775
776
777
778
779
780
783
787
RH SIDE

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
750	PANEL	Ⓐ		45		NAS1203-2	9
						-3	9
						-4	2
751	DOOR		31			QUICK-TYPE	–
752	PANEL		19			NAS1203-3	41
753	PANEL		35			NAS1203-3	27
754	DOOR		•			SPRING LATCH	–
755	PANEL	Ⓑ	33			NAS1203-3	5
						-4	18
						-5	2
756	PANEL	Ⓒ	21			NAS1203-5	29
						-6	8
						-7	16
						-9	5
757	PANEL	Ⓓ	17			NAS1204-4	4
						-6	7
						-7	1
						-8	8
758	DOOR		•			SPRING LATCH	–

30 02 12 021 1 A

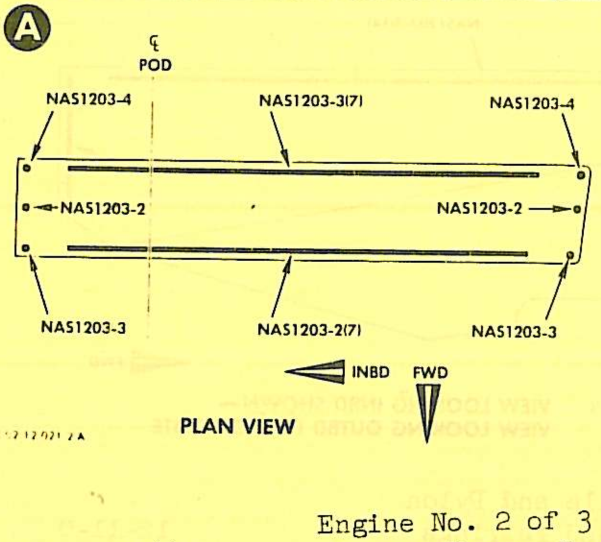
CONTINUED

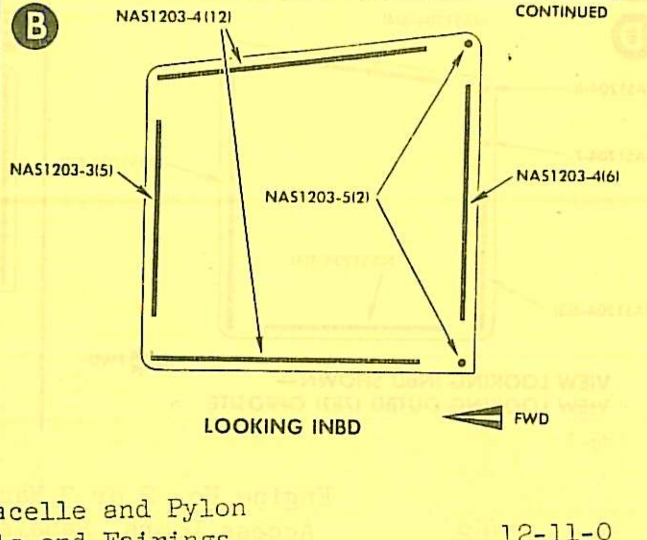
Engine No. 2 or 3 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 1 of 8)

TEMPORARY REVISION NO. 12-18.

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
759	PANEL	Ⓕ	13			NAS1204-7	5
						-8	4
						-9	3
						-10	10
						-11	2
760	PANEL	Ⓔ	37			NAS1203-2	3
						-3	14
761	PANEL	Ⓖ	•			NAS1203-2	42
						-3	7
						-6	8
762	PANEL	Ⓗ	•			NAS1203-2	59
						-3	2
						-6	11
						-7	4
						-8	3
						-10	1
763	PANEL	Ⓘ	•			NAS1203-2	14
						-4	26
764	PANEL	Ⓙ	•			NAS1203-2	26
						-6	4
765	PANEL	Ⓚ	39			NAS1203-2	23
						-3	3
						-4	3
766	FAIRING	Ⓛ	•			AN509 10R7	73
						NAS1203-2	7
						-3	2
767	PANEL		•			NAS1203-2	29
768	PANEL		•			NAS1203-2	27
769	PANEL		•			NAS1203-2	58
770	PANEL		•			NAS1203-2	53
771	PANEL		•			NAS1203-2	45
772	PANEL		•			NAS1203-2	31
773	PANEL		•			NAS1203-2	20
774	PANEL				•	NAS1203-2	25
775	PANEL	Ⓜ			43	NAS1203-2	6
						-3	8
						-4	2
776	PANEL				•	NAS1203-2	28
777	PANEL	Ⓝ			41	NAS1203-2	12
						-3	2
						-4	2
778	PANEL	Ⓞ			•	NAS1203-2	20
						-6	4
779	PANEL	Ⓟ			•	NAS1203-2	17
						-3	18
						-6	13
						-7	3
						-8	3
						-10	1

CONTINUED


A
℄
POD
NAS1203-4
NAS1203-3(7)
NAS1203-4
NAS1203-2
NAS1203-2
NAS1203-3
NAS1203-2(7)
NAS1203-3
INBD
FWD
PLAN VIEW

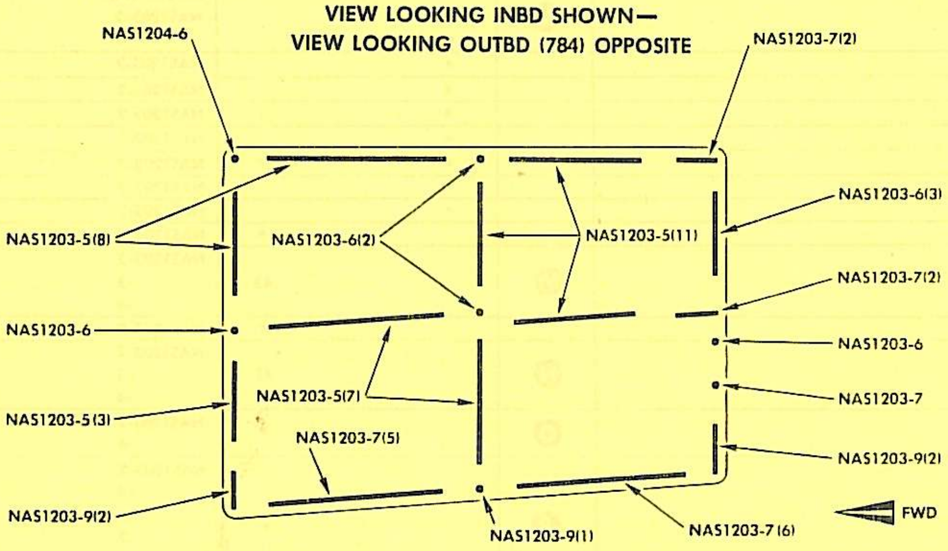

B
NAS1203-4(12)
NAS1203-3(5)
NAS1203-5(2)
NAS1203-4(6)
LOOKING INBD
FWD

Engine No. 2 of 3 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 2 of 8)

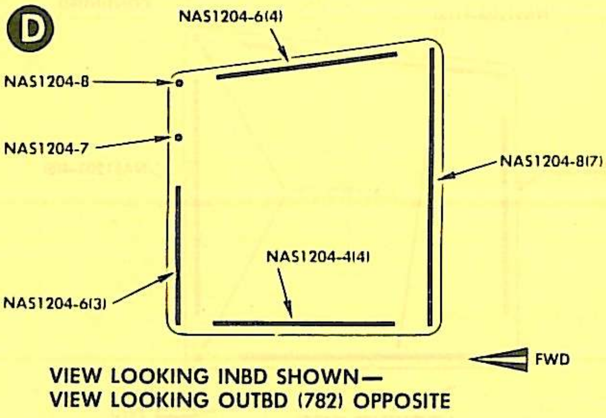
KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
780	PANEL	Ⓔ			38	NAS1203-2	3
						-3	14
781	PANEL	Ⓕ			14	NAS1204-7	5
						-8	4
						-9	3
						-10	10
						-11	2
782	PANEL	Ⓓ			18	NAS1204-4	4
						-6	7
						-7	1
						-8	8
783	DOOR				•	SPRING LATCH	–
784	PANEL	Ⓒ			22	NAS1203-5	29
						-6	8
						-7	16
						-9	5
785	PANEL	Ⓠ			15	NAS1203-3	19
						-4	10
						-5	24
						-6	2
						-9	2
786	DOOR				•	SPRING LATCH	–
787	DOOR				31	QUICK-TYPE	–

END LIST

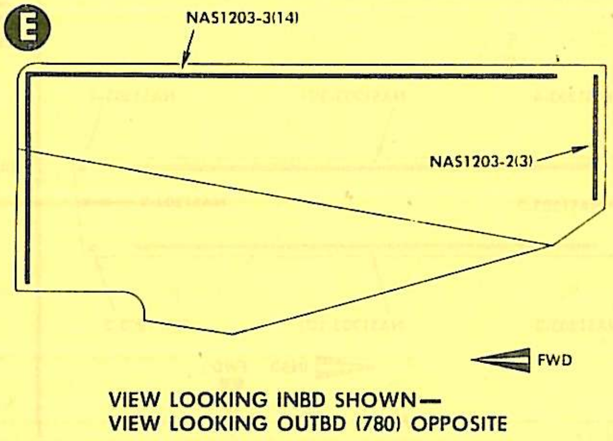
Ⓒ


VIEW LOOKING INBD SHOWN—
VIEW LOOKING OUTBD (784) OPPOSITE
NAS1204-6
NAS1203-7(2)
NAS1203-6(3)
NAS1203-5(8)
NAS1203-6(2)
NAS1203-5(11)
NAS1203-7(2)
NAS1203-6
NAS1203-6
NAS1203-5(7)
NAS1203-7
NAS1203-5(3)
NAS1203-7(5)
NAS1203-9(2)
NAS1203-9(2)
NAS1203-9(1)
NAS1203-7(6)
FWD

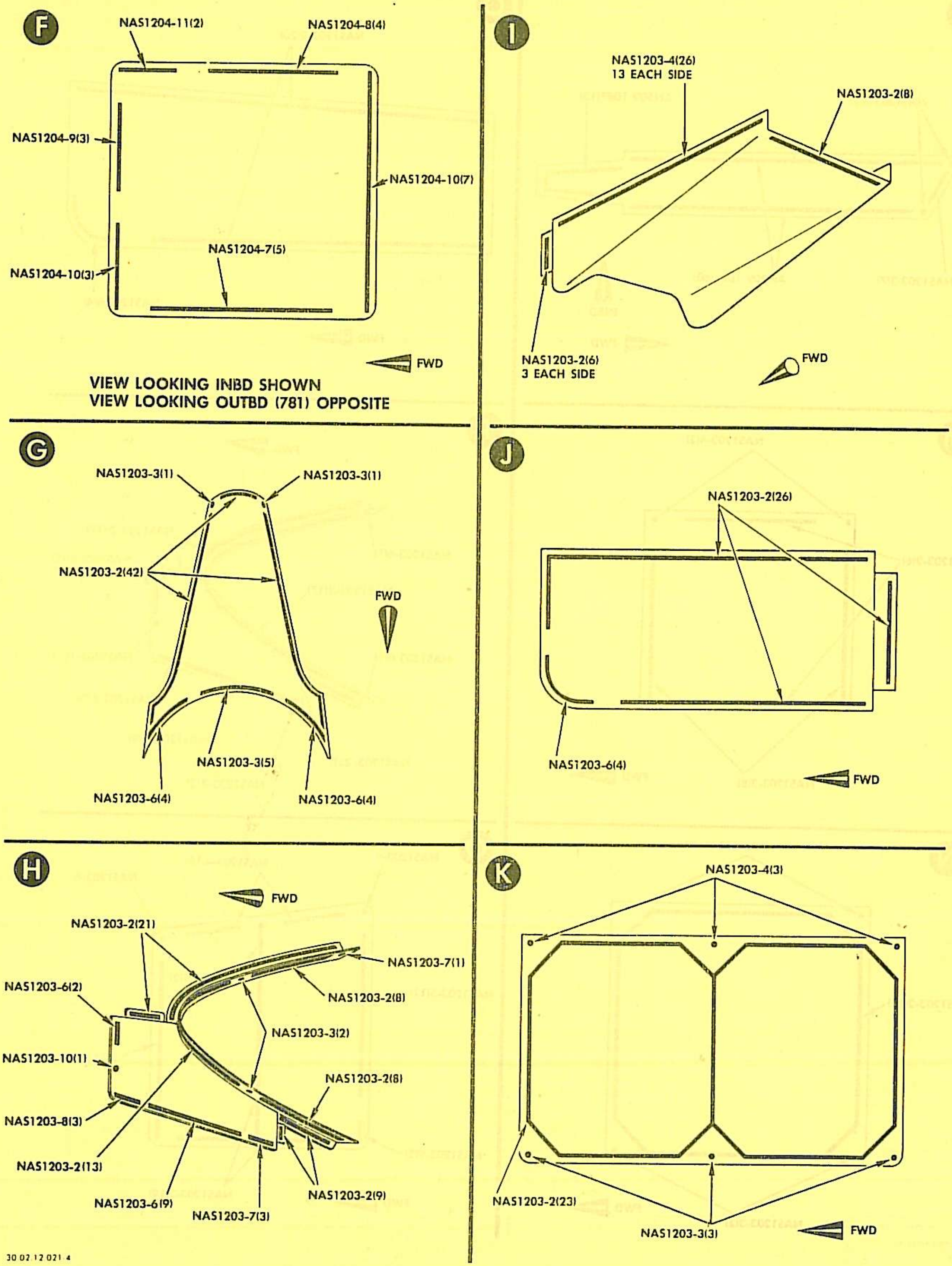
Ⓓ


NAS1204-6(4)
NAS1204-8
NAS1204-7
NAS1204-8(7)
NAS1204-4(4)
NAS1204-6(3)
FWD
VIEW LOOKING INBD SHOWN—
VIEW LOOKING OUTBD (782) OPPOSITE

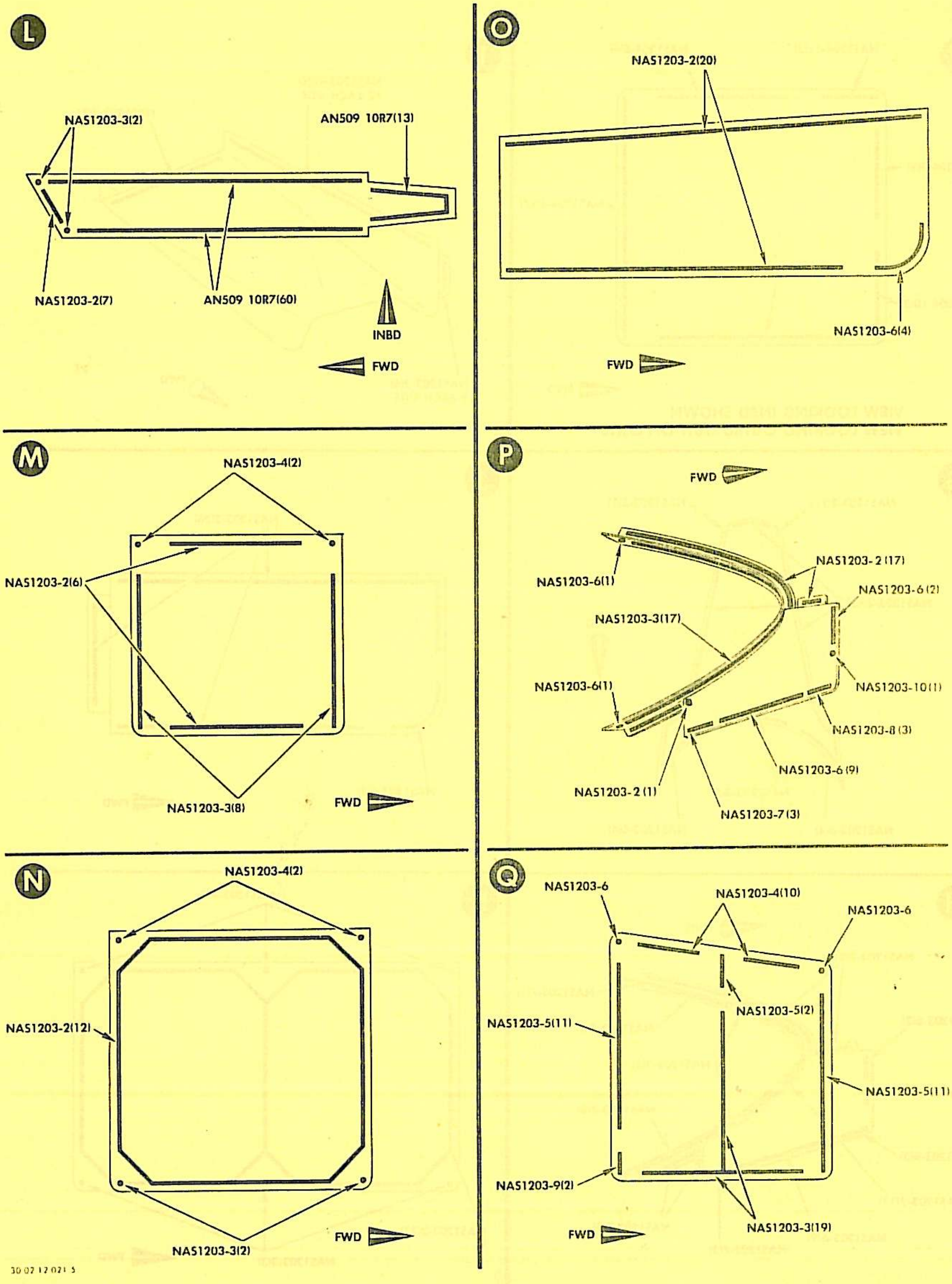
Ⓔ


NAS1203-3(14)
NAS1203-2(3)
FWD
VIEW LOOKING INBD SHOWN—
VIEW LOOKING OUTBD (780) OPPOSITE

Engine No. 2 or 3 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 3 of 8)

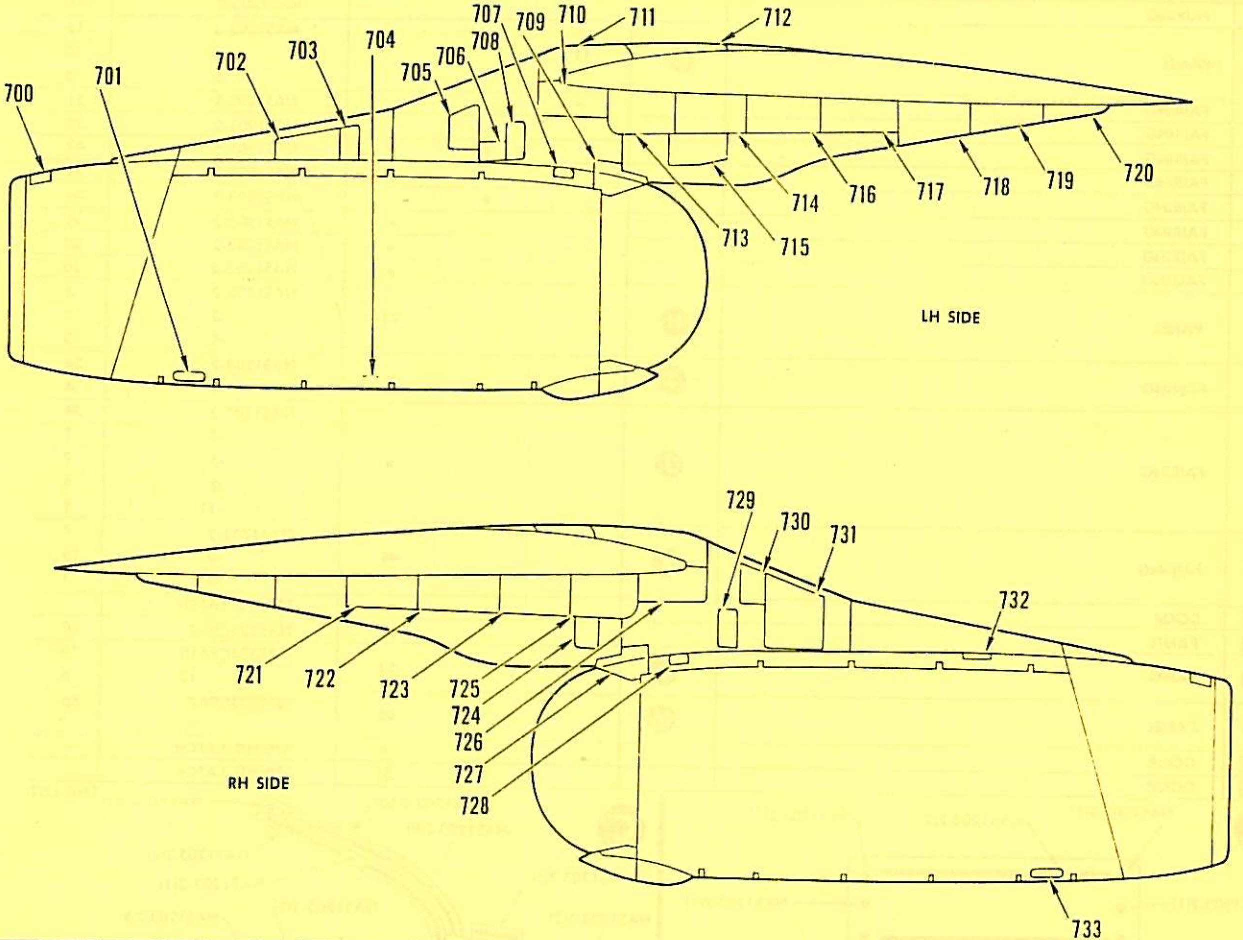

F
NAS1204-11(2)
NAS1204-8(4)
NAS1204-9(3)
NAS1204-10(7)
NAS1204-7(5)
NAS1204-10(3)
FWD
VIEW LOOKING INBD SHOWN
VIEW LOOKING OUTBD (781) OPPOSITE
I
NAS1203-4(26)
13 EACH SIDE
NAS1203-2(8)
NAS1203-2(6)
3 EACH SIDE
FWD
G
NAS1203-3(1)
NAS1203-3(1)
NAS1203-2(42)
FWD
NAS1203-3(5)
NAS1203-6(4)
NAS1203-6(4)
J
NAS1203-2(26)
NAS1203-6(4)
FWD
H
FWD
NAS1203-2(21)
NAS1203-7(1)
NAS1203-6(2)
NAS1203-2(8)
NAS1203-3(2)
NAS1203-10(1)
NAS1203-2(8)
NAS1203-8(3)
NAS1203-2(13)
NAS1203-2(9)
NAS1203-6(9)
NAS1203-7(3)
K
NAS1203-4(3)
NAS1203-2(23)
NAS1203-3(3)
FWD
30 02 12 021 4

Engine No. 2 or 3 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 4 of 8)


L
NAS1203-3(2)
AN509 10R7(13)
NAS1203-2(7)
AN509 10R7(60)
INBD
FWD
O
NAS1203-2(20)
NAS1203-6(4)
FWD
M
NAS1203-4(2)
NAS1203-2(6)
NAS1203-3(8)
FWD
P
FWD
NAS1203-6(1)
NAS1203-2 (17)
NAS1203-6 (2)
NAS1203-3(17)
NAS1203-10(1)
NAS1203-6(1)
NAS1203-8 (3)
NAS1203-6 (9)
NAS1203-2 (1)
NAS1203-7 (3)
N
NAS1203-4(2)
NAS1203-2(12)
NAS1203-3(2)
FWD
Q
NAS1203-6
NAS1203-4(10)
NAS1203-6
NAS1203-5(2)
NAS1203-5(11)
NAS1203-5(11)
NAS1203-9(2)
NAS1203-3(19)
FWD
30 07 12 021 5

Engine No. 2 or 3 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 5 of 8)

TEMPORARY REVISION NO. 12-18.


700
701
702
703
704
705
706
707
708
709
710
711
712
713
714
715
716
717
718
719
720
LH SIDE
729
730
731
732
721
722
723
725
724
726
727
728
RH SIDE
733

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
700	PANEL	Ⓐ		25		NAS1203-2	9
						-3	9
						-4	2
701	DOOR		31			SPRING LATCH	–
702	PANEL		19			NAS1203-4	41
703	PANEL		35			NAS1203-4	27
704	DOOR		•			SPRING LATCH	–
705	PANEL		49			NAS333CPA7	36
706	PANEL		50			NAS334CPA10	18
707	DOOR		•			SPRING LATCH	–
708	PANEL		51			NAS334CPA7	20
709	FAIRING	Ⓑ	47			NAS1203-2	7
						-3	12
						-7	1
710	FAIRING	Ⓒ	•			NAS1203-2	42
						-3	3
						-5	8
						-9	5
						-11	1
711	FAIRING	Ⓓ		•		NAS1203-2	39
						-3	2
						-5	8
712	FAIRING	Ⓔ		•		NAS1203-2	7
						-3	2
						AN509-10R-6	37
						AN509-10R-7	17
713	FAIRING	Ⓕ	•			NAS1203-2	30
						-5	4

33 02 12 058 1A

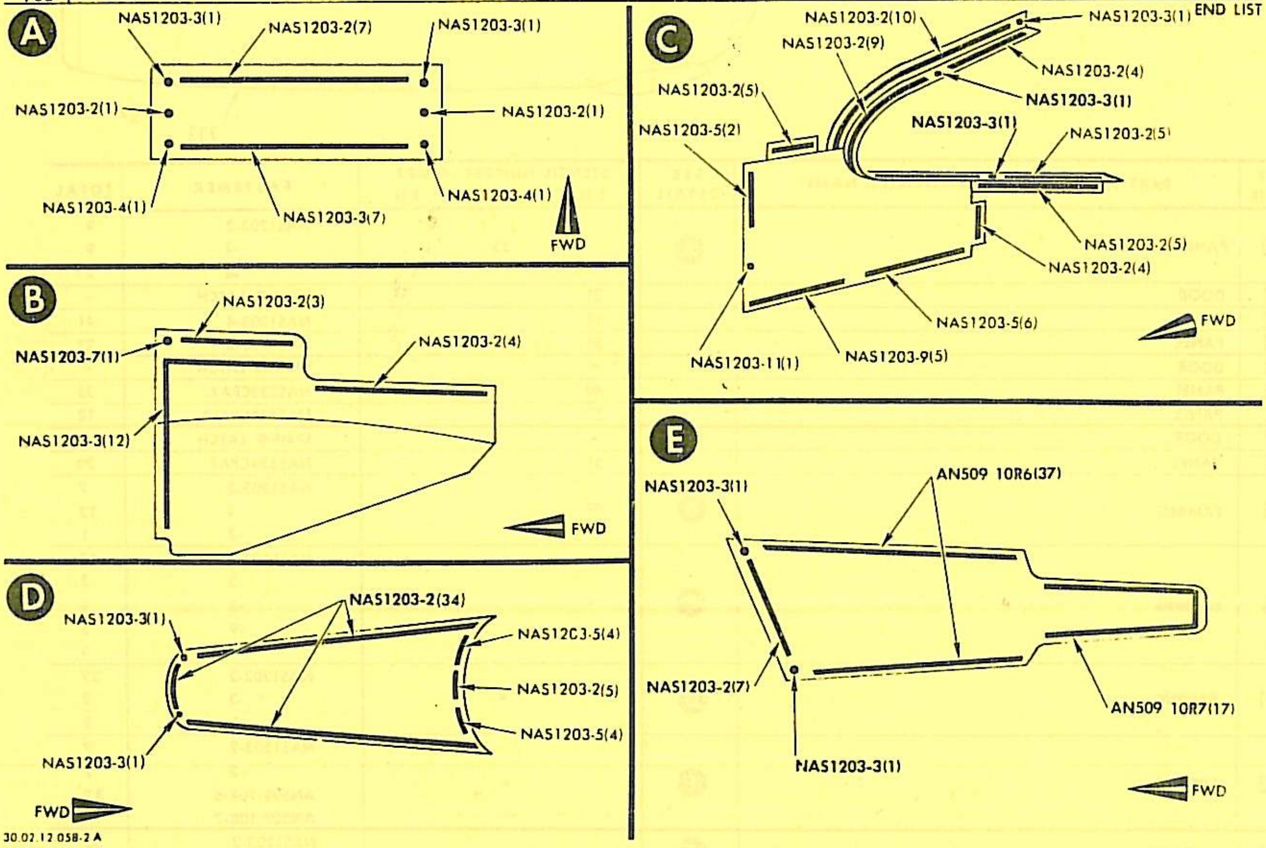
CONTINUED

Engine No. 1 or 4 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 6 of 8)

TEMPORARY REVISION NO. 12-18.

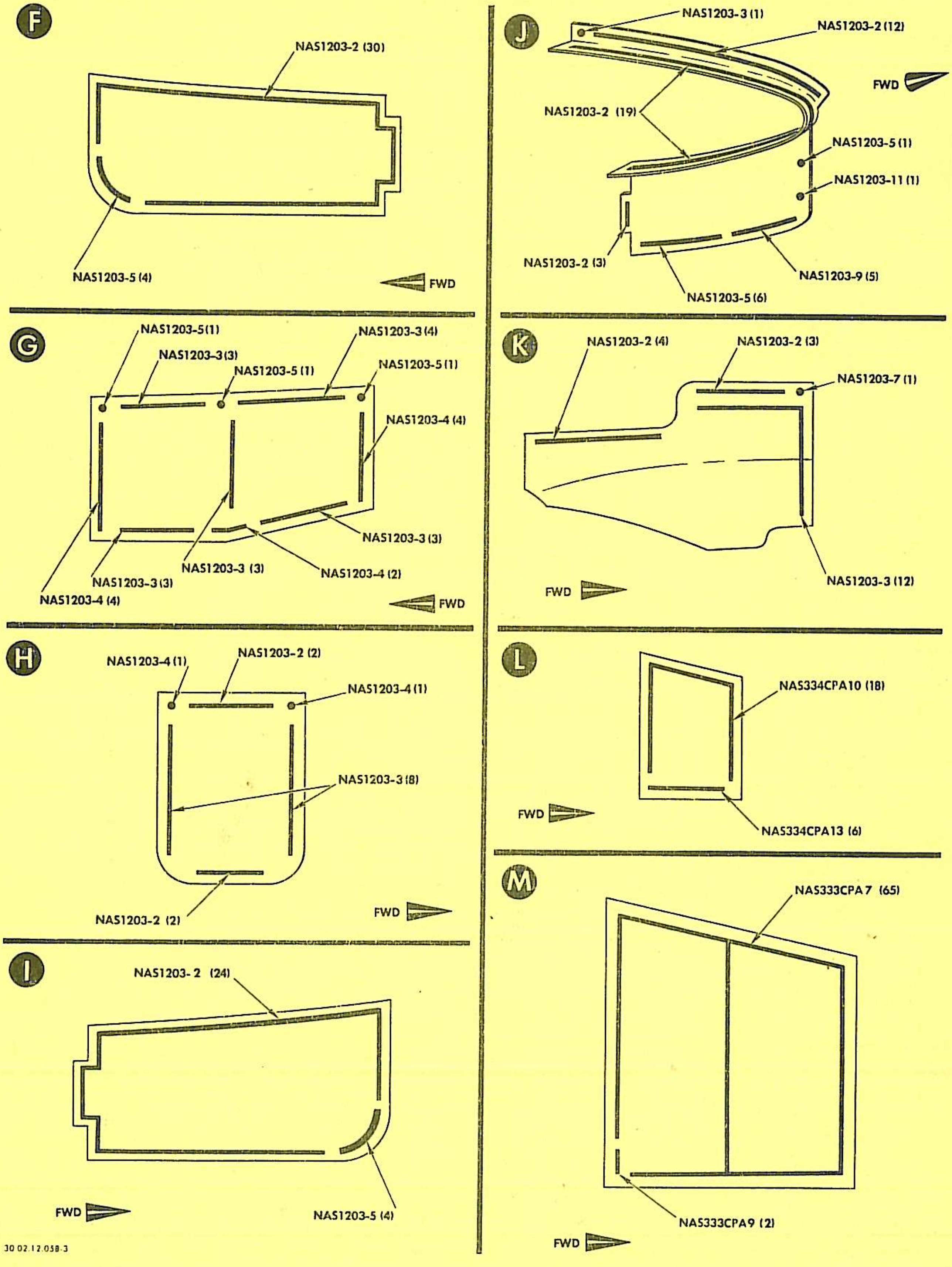
KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
714	FAIRING		•			NAS1203-2	31
715	PANEL	G	11			NAS1203-3 -4 -5	16 10 3
716	FAIRING		•			NAS1203-2	31
717	FAIRING		•			NAS1203-2	34
718	FAIRING			•		NAS1203-2	47
719	FAIRING			•		NAS1203-2	34
720	FAIRING			•		NAS1203-2	24
721	FAIRING				•	NAS1203-2	34
722	FAIRING				•	NAS1203-2	30
723	FAIRING				•	NAS1203-2	30
724	PANEL	H			23	NAS1203-2 -3 -4	4 8 2
725	FAIRING	I			•	NAS1203-2 -5	24 4
726	FAIRING	J			•	NAS1203-2 -3 -5 -9 -11	34 1 7 5 1
727	FAIRING	K			48	NAS1203-2 -3 -7	7 12 1
728	DOOR				•	SPRING LATCH	
729	PANEL				52	NAS334CPA7	20
730	PANEL	L			53	NAS334CPA10 13	18 6
731	PANEL	M			46	NAS333CPA7 9	65 2
732	DOOR				•	SPRING LATCH	–
733	DOOR				31	SPRING LATCH	–

END LIST


A
NAS1203-3(1)
NAS1203-2(7)
NAS1203-3(1)
NAS1203-2(1)
NAS1203-2(1)
NAS1203-4(1)
NAS1203-4(1)
NAS1203-3(7)
FWD
B
NAS1203-2(3)
NAS1203-7(1)
NAS1203-2(4)
NAS1203-3(12)
FWD
C
NAS1203-2(10)
NAS1203-3(1)
NAS1203-2(9)
NAS1203-2(4)
NAS1203-2(5)
NAS1203-3(1)
NAS1203-5(2)
NAS1203-3(1)
NAS1203-2(5)
NAS1203-2(5)
NAS1203-2(4)
NAS1203-5(6)
NAS1203-11(1)
NAS1203-9(5)
FWD
D
NAS1203-2(34)
NAS1203-3(1)
NAS1203-5(4)
NAS1203-2(5)
NAS1203-5(4)
NAS1203-3(1)
FWD
E
NAS1203-3(1)
AN509 10R6(37)
NAS1203-2(7)
AN509 10R7(17)
NAS1203-3(1)
FWD
30.02.12 058-2 A

Engine No. 1 or 4 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 7 of 8)

TEMPORARY REVISION NO. 12-18.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NAS1203-4 (2)
NAS1203-3 (3)
NAS1203-3 (3)
NAS1203-4 (4)
FWD
H
NAS1203-4 (1)
NAS1203-2 (2)
NAS1203-4 (1)
NAS1203-3 (8)
NAS1203-2 (2)
FWD
I
NAS1203-2 (24)
FWD
NAS1203-5 (4)
30 02.12.058-3
J
NAS1203-3 (1)
NAS1203-2 (12)
FWD
NAS1203-2 (19)
NAS1203-5 (1)
NAS1203-11 (1)
NAS1203-2 (3)
NAS1203-9 (5)
NAS1203-5 (6)
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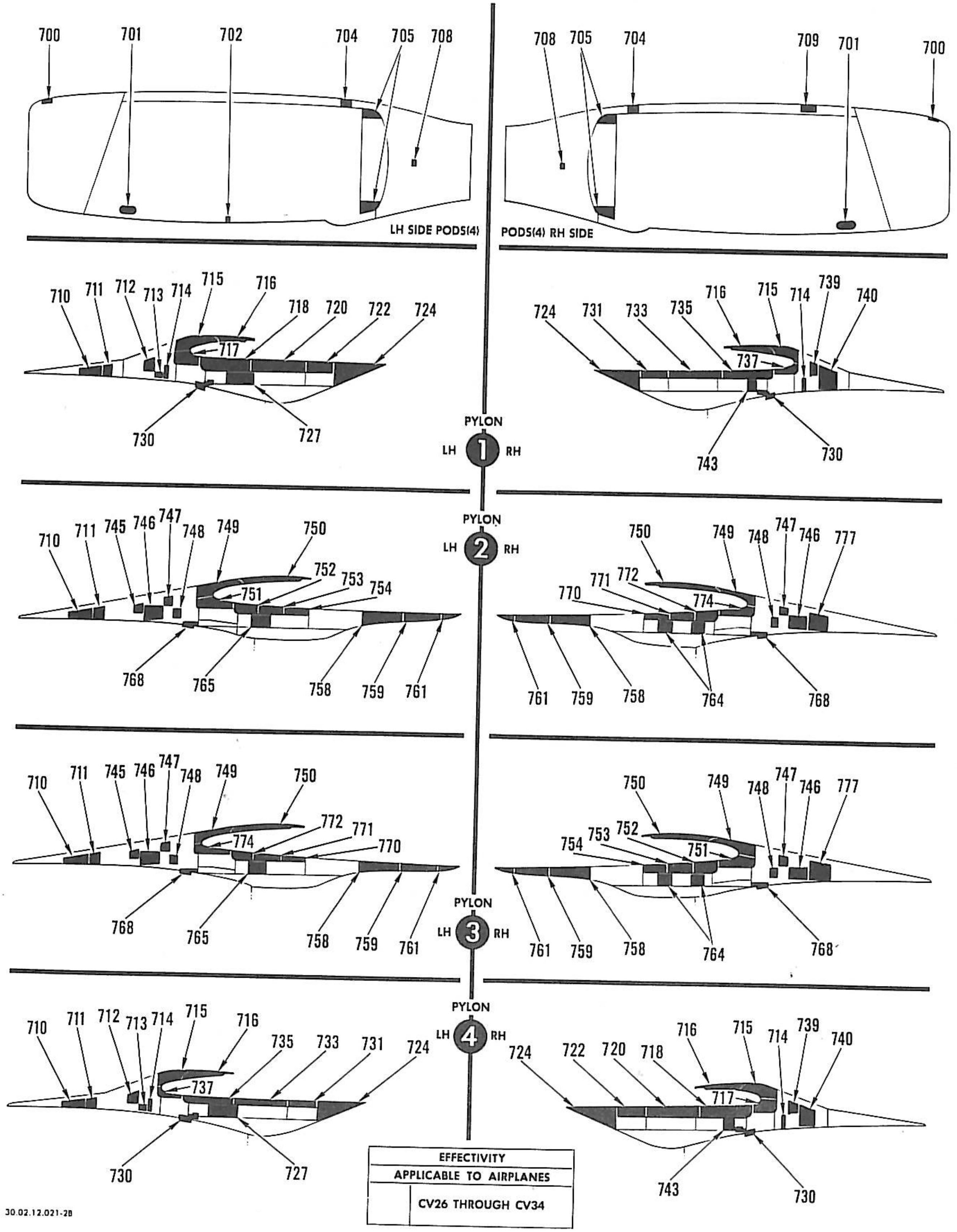
FWD
NAS1203-3 (12)
L
NAS334CPA10 (18)
FWD
NAS334CPA13 (6)
M
NAS333CPA7 (65)
NAS333CPA9 (2)
FWD

Engine No. 1 or 4 Nacelle and Pylon
Access Doors, Panels and Fairings
Figure 207 (Sheet 8 of 8)


700
701
702
704
705
708
LH SIDE PODS(4)
708
705
704
709
701
700
PODS(4) RH SIDE
710
711
712
713
714
715
716
717
718
720
722
724
730
727
PYLON
LH
1
RH
724
731
733
735
716
715
714
739
740
737
743
730
710
711
745
746
747
748
749
750
751
752
753
754
768
765
758
759
761
PYLON
LH
2
RH
750
749
748
747
746
777
770
771
772
774
761
759
758
764
768
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745
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750
749
748
747
746
777
754
753
752
751
761
759
758
764
768
PYLON
LH
3
RH
PYLON
LH
4
RH
710
711
712
713
714
715
716
735
733
731
724
737
730
727
724
722
720
718
716
715
714
739
740
717
743
730

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
	CV26 THROUGH CV34

30.02.12.021-2B

Engine No. 2 or 3 Nacelle and Pylon Access Doors, Panels and Fairings
Figure 207 (Sheet 2 of 10)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
700	PANEL	Ⓐ		●		NAS1203-2 -3 -4	9 9 2
701	DOOR		●		●	SPRING HINGES	—
702	DOOR		●			LATCH	—
703	DOOR			●		LATCH	—
704	DOOR		●		●	LATCH	—
705	FAIRING		●		●	NAS560HK3	20
706	FAIRING—NUTS ARE NAS1291-3(28)	Ⓑ		●		NAS1203-1 -2 -3	27 3 2
707	PANEL (INBD SIDES ONLY)		●		●	NAS1203-2	18
708	PANEL		●		●	NAS1203-3	18
709	DOOR				●	LATCH	—
710	PANEL		●			NAS1203-4	41
711	PANEL		●			NAS1203-4	27
712	PANEL		●			NAS333CPA7	36
713	PANEL		●			NAS334CPA10	18
714	PANEL		●		●	NAS334CPA7	20
715	FAIRING	Ⓒ		●		NAS1203-2 -3 -5	39 2 8
716	FAIRING	Ⓓ		●		AN509-10R6 7 NAS1203-2 -3	37 17 7 2
717	PANEL	Ⓔ	●		●	NAS1203-2 -3 -5 -9 -11	35 11 8 5 1
718	PANEL	Ⓕ	●		●	NAS1203-3 -5	49 4
719	PANEL	Ⓖ	●		●	NAS1203-3 -5	46 4
720	PANEL		●		●	NAS1203-3	57
721	PANEL		●		●	NAS1203-3	53
722	PANEL	Ⓗ	●		●	NAS1203-2 -3 -4	12 17 1
723	PANEL		●		●	NAS1203-3	28
724	FAIRING	Ⓘ		●		NAS1203-2 -3	43 17
725	PANEL		●		●	NAS1203-3	13
726	PANEL		●		●	NAS1203-3	14
727	PANEL	Ⓙ	●			NAS1203-3 -4	33 14
728	PANEL	Ⓚ	●		●	NAS1203-3 -4	22 10
729	PANEL		●		●	NAS1203-3	38
730	FAIRING	Ⓛ	●		●	NAS1203-2 -6	24 1
731	PANEL	Ⓜ	●		●	NAS1203-2 -3 -4	12 16 1
732	PANEL		●		●	NAS1203-3	27
733	PANEL		●		●	NAS1203-3	54
734	PANEL		●		●	NAS1203-3	51
735	PANEL	Ⓝ	●		●	NAS1203-3 -5	45 4
736	PANEL		●		●	NAS1203-3	48
737	FAIRING	Ⓞ	●		●	NAS1203-2 -3 -5 -6 -9 -11	31 4 7 2 5 1

CONTINUED

30.02.12.021-3B

Engine No. 2 or 3 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 3 of 10)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
738	PANEL	Ⓟ	●		●	NAS1203-2 -3 -5 -6 -9 -11	41 4 2 1 2 11
739	PANEL	Ⓠ			●	NAS334CPA10 13	18 6
740	PANEL	Ⓡ			●	NAS333CPA7 9	65 2
741	PANEL		●		●	NAS1203-3	2
742	PANEL	Ⓢ	●		●	NAS1203-2 -3	16 8
743	PANEL	Ⓣ			●	NAS1203-3 -4	12 4
744	PANEL		●		●	NAS1203-3	43
745	PANEL	Ⓤ	●			NAS1203-3 -4 -5	5 18 2
746	PANEL	Ⓥ	●		●	NAS1203-5 -6 -7 -9	29 8 16 5
747	PANEL	Ⓦ	●		●	NAS1204-4 -6 -7 -8	4 7 1 8
748	PANEL	Ⓧ	●		●	NAS1204-7 -8 -9 -10 -11	5 4 3 10 2
749	FAIRING	Ⓨ		●		NAS1203-2 -3 -6	43 7 8
750	FAIRING	Ⓩ		●		AN509-10R7 NAS1203-2 -3	72 6 2
751	PANEL	ⒶⒶ	●		●	NAS1203-2 -3 -6 -7 -8 -10	29 29 11 4 3 1
752	PANEL	ⒶⒷ	●		●	NAS1203-2 -6	26 4
753	PANEL		●		●	NAS1203-2	30
754	PANEL		●		●	NAS1203-2	27
755	PANEL	ⒶⒸ	●		●	NAS1203-2 -3 -6	36 28 4
756	PANEL		●		●	NAS1203-2	41
757	PANEL		●		●	NAS1203-2	16
758	FAIRING			●		NAS1203-2	45
759	FAIRING			●		NAS1203-2	32
760	FAIRING			●		NAS1203-2	45
761	FAIRING			●		NAS1203-2	20
762	FAIRING			●		NAS1203-2	46
763	FAIRING	ⒶⒹ		●		NAS1203-1 -2	3 29
764	PANEL		●		●	NAS1203-4	16
765	PANEL		●		●	NAS1203-4	31
766	PANEL		●		●	NAS333CPA5	37
767	PANEL		●		●	NAS333CPA5	40
768	FAIRING	ⒶⒺ	●		●	NAS1203-2 -3	10 6
769	PANEL		●		●	NAS1203-2	35
770	PANEL		●		●	NAS1203-2	25
771	PANEL		●		●	NAS1203-2	28

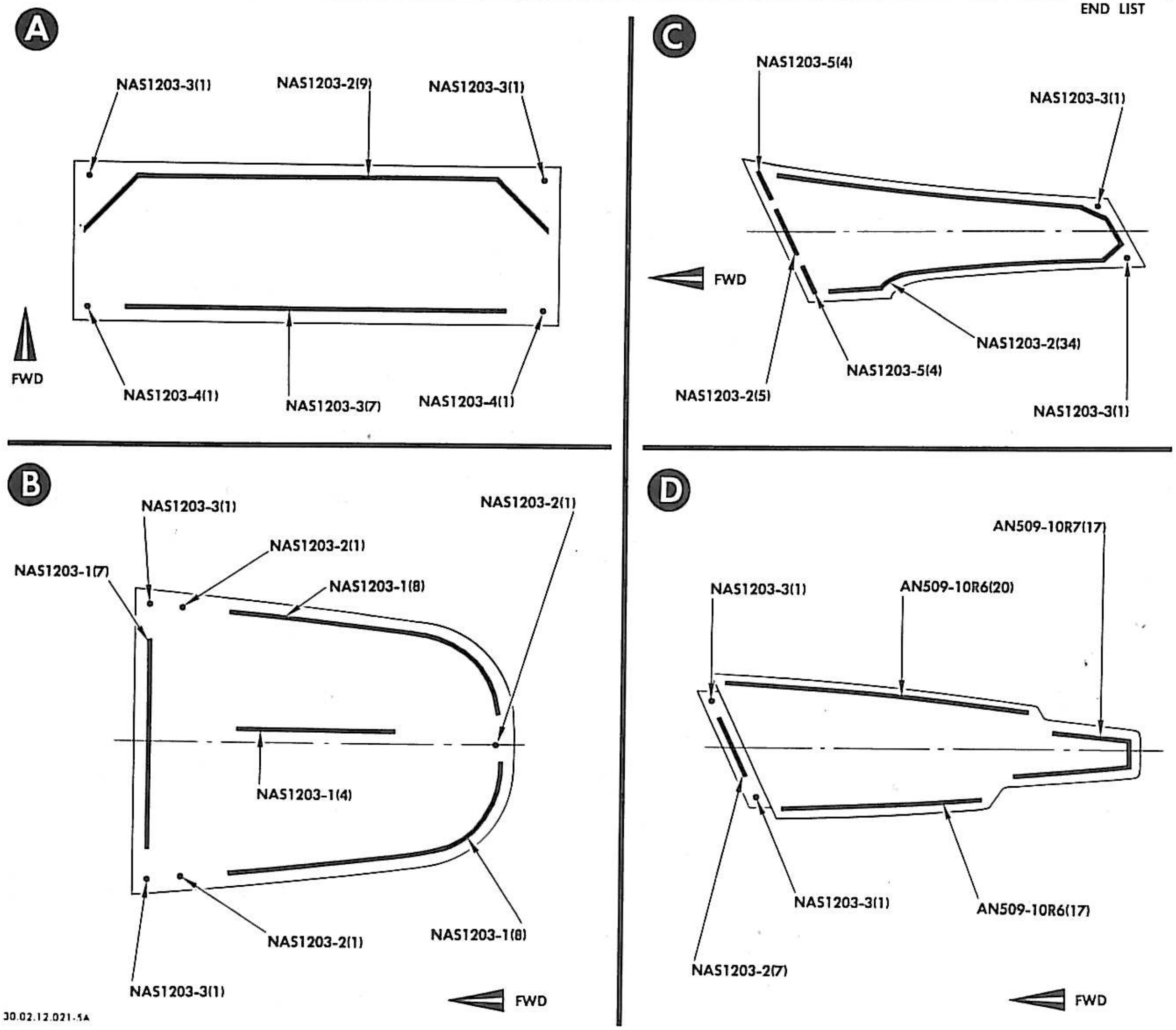
30.02.12.021-4A

CONTINUED

Engine No. 2 or 3 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 4 of 10)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	STENCIL NUMBER of PART CENTER	STENCIL NUMBER of PART RH	FASTENER	TOTAL
772	PANEL	Ⓐ Ⓕ	●		●	NAS1203-2 -6	20 4
773	PANEL	Ⓐ Ⓖ	●		●	NAS1203-2 -3	40 28
774	PANEL	Ⓐ Ⓗ	●		●	NAS1203-2 -3 -6 -7 -8 -10	18 19 13 3 3 1
775	PANEL		●		●	NAS1203-2	43
776	PANEL	Ⓐ Ⓘ	●		●	NAS1203-2 -3 -7 -9 -10 -11 -13	29 20 2 2 1 1 1
777	PANEL	Ⓐ Ⓙ			●	NAS1203-3 -4 -5 -6 -9	19 10 24 2 2

END LIST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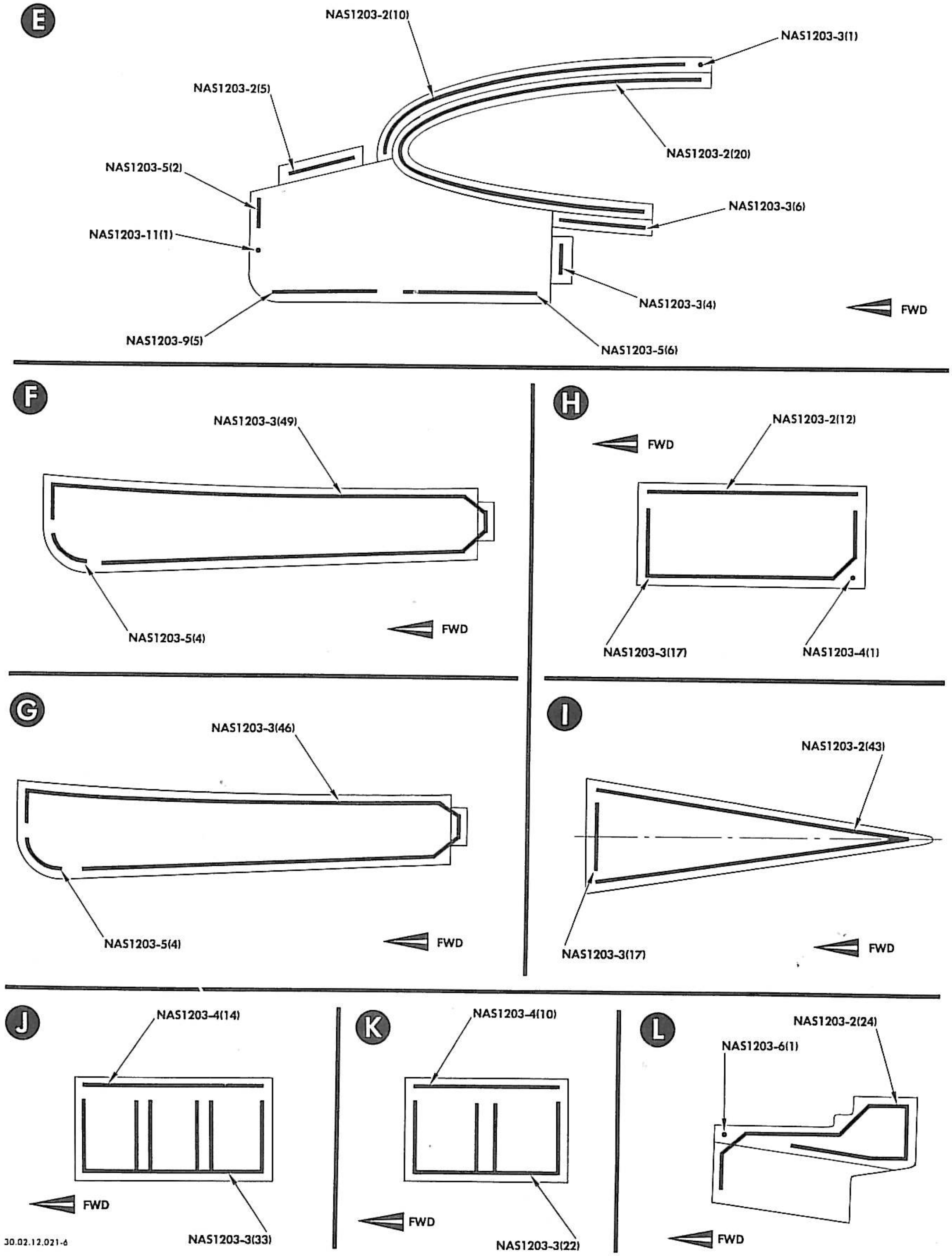
NAS1203-3(1)
FWD
NAS1203-4(1)
NAS1203-3(7)
NAS1203-4(1)
C
NAS1203-5(4)
NAS1203-3(1)
FWD
NAS1203-2(34)
NAS1203-5(4)
NAS1203-2(5)
NAS1203-3(1)
B
NAS1203-3(1)
NAS1203-2(1)
NAS1203-2(1)
NAS1203-1(7)
NAS1203-1(8)
NAS1203-1(4)
NAS1203-2(1)
NAS1203-1(8)
NAS1203-3(1)
FWD
D
AN509-10R7(17)
NAS1203-3(1)
AN509-10R6(20)
NAS1203-3(1)
AN509-10R6(17)
NAS1203-2(7)
FWD

30.02.12.021-5A

Engine No. 2 or 3 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 5 of 10)


E
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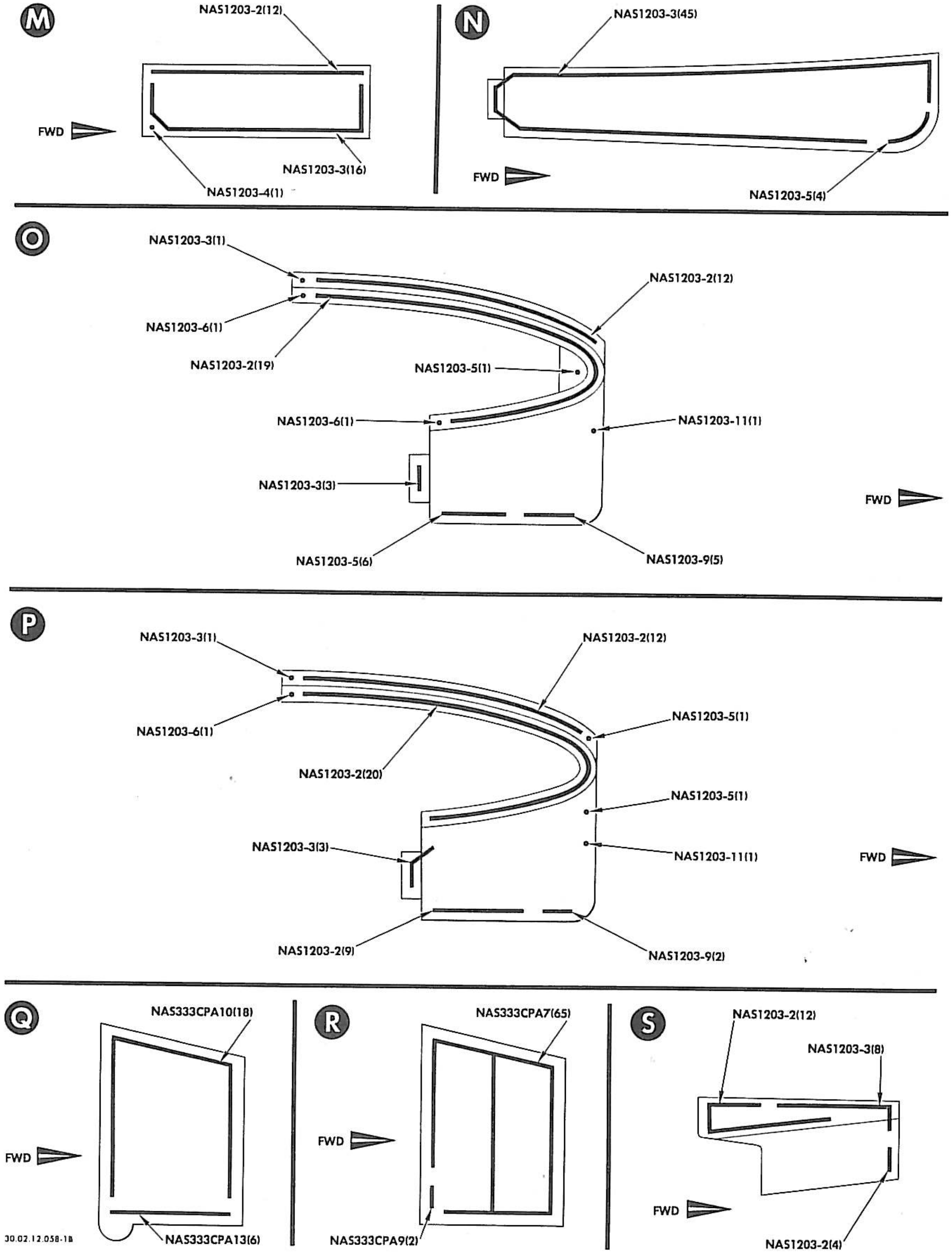
NAS1203-3(1)
NAS1203-2(5)
NAS1203-2(20)
NAS1203-5(2)
NAS1203-11(1)
NAS1203-3(6)
NAS1203-3(4)
FWD
NAS1203-9(5)
NAS1203-5(6)
F
NAS1203-3(49)
NAS1203-5(4)
FWD
H
FWD
NAS1203-2(12)
NAS1203-3(17)
NAS1203-4(1)
G
NAS1203-3(46)
NAS1203-5(4)
FWD
I
NAS1203-2(43)
NAS1203-3(17)
FWD
J
NAS1203-4(14)
FWD
NAS1203-3(33)
30.02.12.021-6
K
NAS1203-4(10)
FWD
NAS1203-3(22)
L
NAS1203-2(24)
NAS1203-6(1)
FWD

Engine No. 2 or 3 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 6 of 10)


M
NAS1203-2(12)
FWD
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N
NAS1203-3(45)
FWD
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O
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NAS1203-2(12)
NAS1203-6(1)
NAS1203-2(19)
NAS1203-5(1)
NAS1203-6(1)
NAS1203-11(1)
NAS1203-3(3)
FWD
NAS1203-5(6)
NAS1203-9(5)
P
NAS1203-3(1)
NAS1203-2(12)
NAS1203-6(1)
NAS1203-5(1)
NAS1203-2(20)
NAS1203-5(1)
NAS1203-3(3)
NAS1203-11(1)
FWD
NAS1203-2(9)
NAS1203-9(2)
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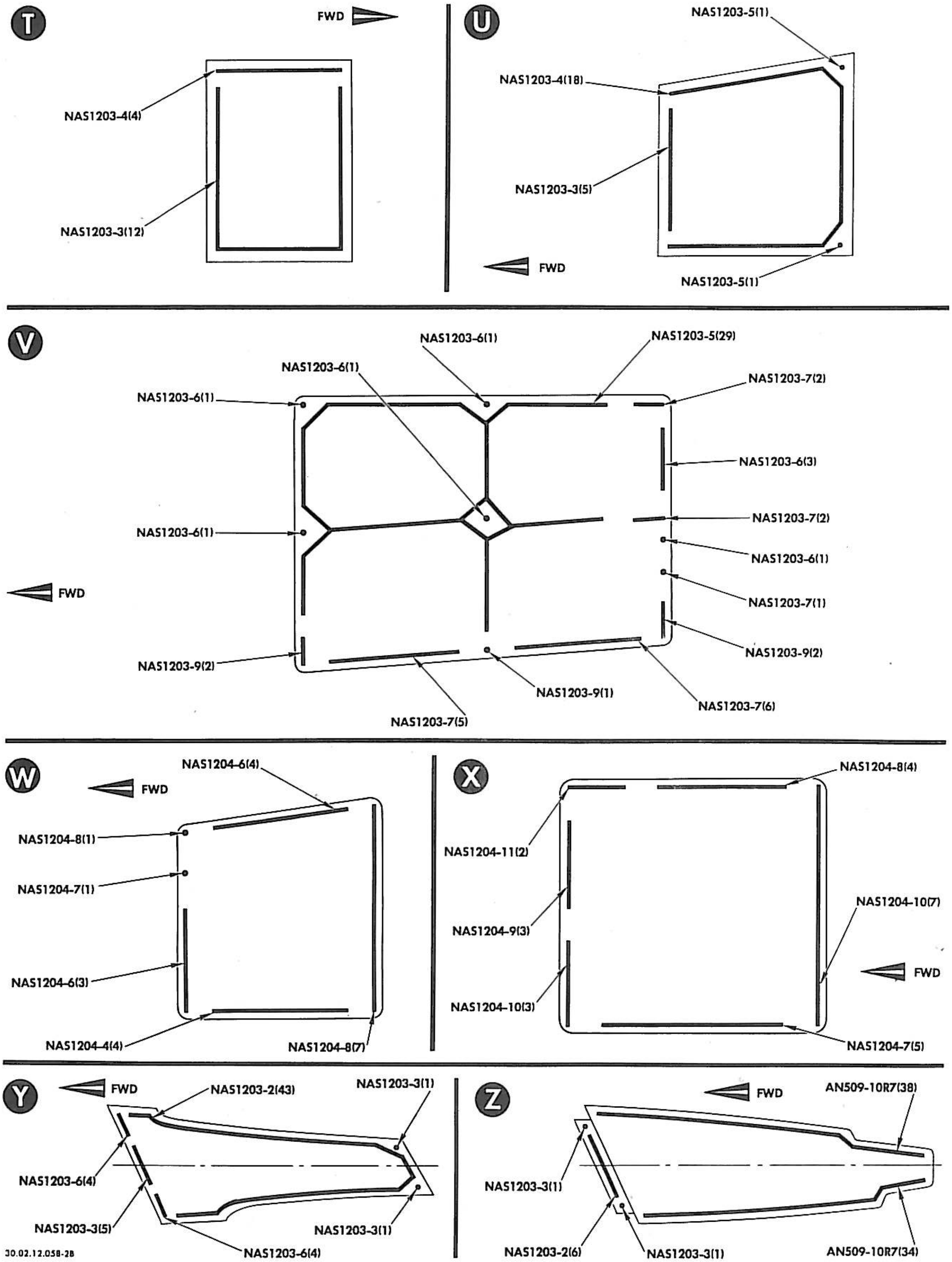
NAS333CPA10(18)
FWD
NAS333CPA13(6)
30.02.12.058-1B
R
NAS333CPA7(65)
FWD
NAS333CPA9(2)
S
NAS1203-2(12)
NAS1203-3(8)
FWD
NAS1203-2(4)

Engine No. 1 or 4 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 7 of 10)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U
NAS1203-5(1)
NAS1203-4(18)
NAS1203-3(5)
FWD
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V
NAS1203-6(1)
NAS1203-5(29)
NAS1203-6(1)
NAS1203-7(2)
NAS1203-6(1)
NAS1203-6(3)
NAS1203-7(2)
NAS1203-6(1)
NAS1203-6(1)
FWD
NAS1203-7(1)
NAS1203-9(2)
NAS1203-9(2)
NAS1203-9(1)
NAS1203-7(6)
NAS1203-7(5)
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FWD
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NAS1204-7(1)
NAS1204-6(3)
NAS1204-4(4)
NAS1204-8(7)
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NAS1204-10(7)
NAS1204-9(3)
FWD
NAS1204-10(3)
NAS1204-7(5)
Y
FWD
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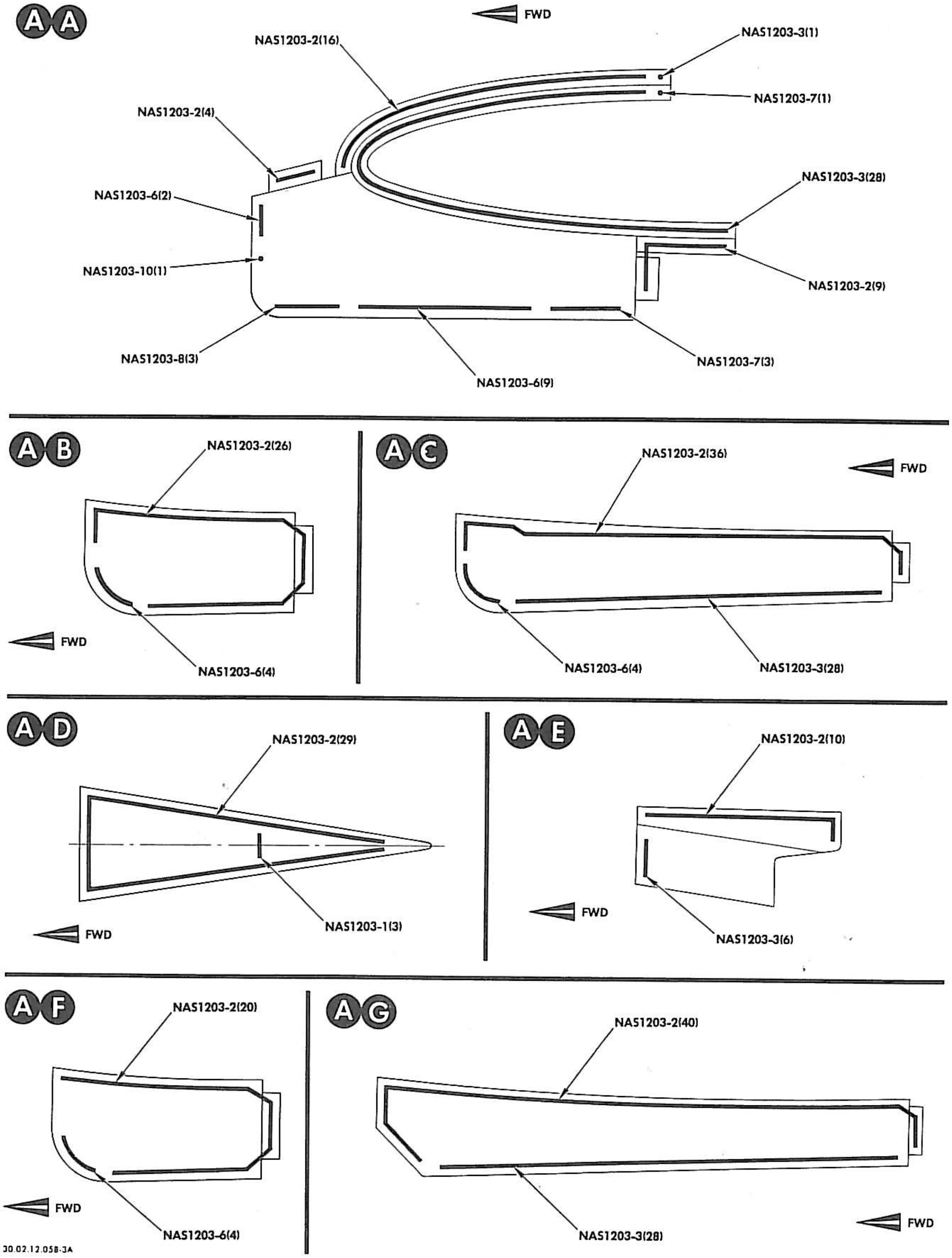
NAS1203-3(1)
NAS1203-6(4)
NAS1203-3(5)
NAS1203-3(1)
NAS1203-6(4)
30.02.12.058-2B
Z
FWD
AN509-10R7(38)
NAS1203-3(1)
NAS1203-2(6)
NAS1203-3(1)
AN509-10R7(34)

Engine No. 1 or 4 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 8 of 10)


AA
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NAS1203-2(9)
NAS1203-8(3)
NAS1203-6(9)
NAS1203-7(3)
AB
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FWD
NAS1203-6(4)
AC
NAS1203-2(36)
FWD
NAS1203-6(4)
NAS1203-3(28)
AD
NAS1203-2(29)
FWD
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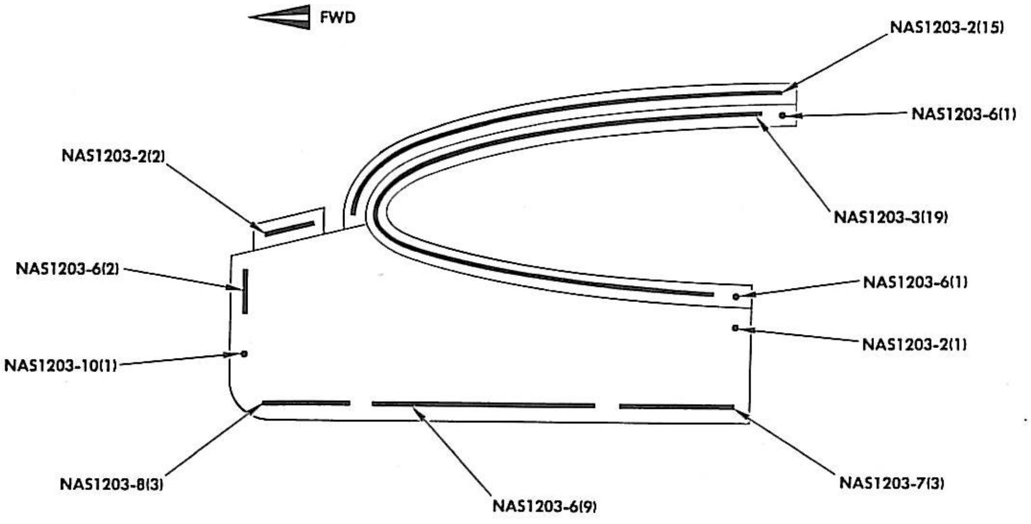
AE
NAS1203-2(10)
FWD
NAS1203-3(6)
AF
NAS1203-2(20)
FWD
NAS1203-6(4)
AG
NAS1203-2(40)
NAS1203-3(28)
FWD
30.02.12.058-3A

Engine No. 1 or 4 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 9 of 10)

AH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NAS1203-6(2)
NAS1203-6(1)
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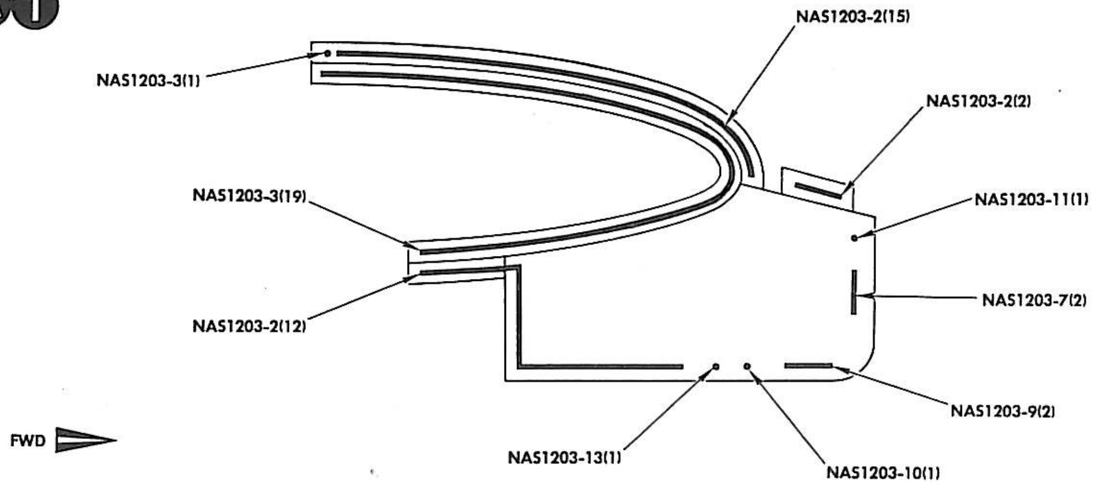
NAS1203-10(1)
NAS1203-8(3)
NAS1203-6(9)
NAS1203-7(3)

AI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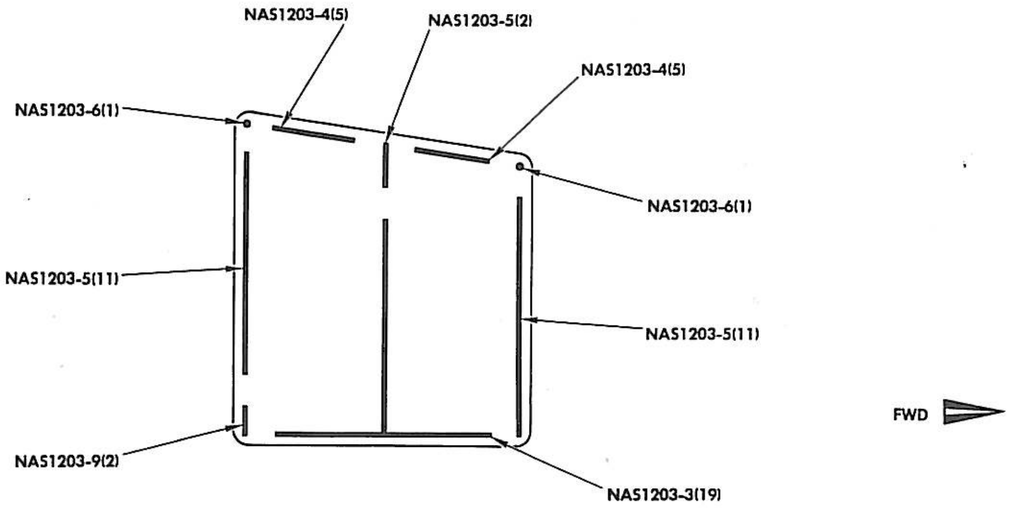
NAS1203-2(12)
NAS1203-9(2)
FWD
NAS1203-13(1)
NAS1203-10(1)

AJ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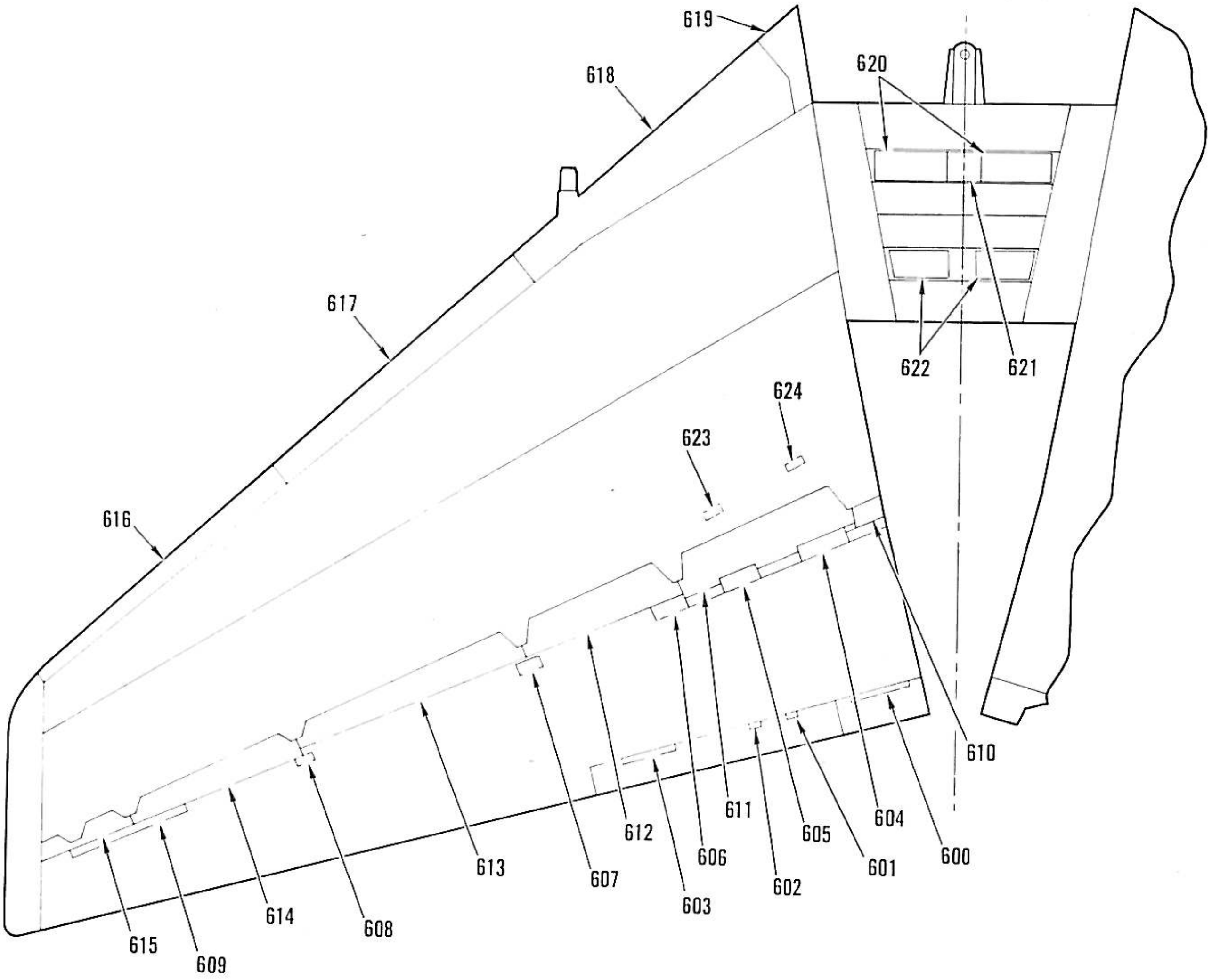
NAS1203-4(5)
NAS1203-6(1)
NAS1203-6(1)
NAS1203-5(11)
NAS1203-5(11)
FWD
NAS1203-9(2)
NAS1203-3(19)

30.02.12.058-4

Engine No. 1 or 4 Nacelle and Pylon Access Doors,
Panels and Fairings
Figure 207 (Sheet 10 of 10)


619
618
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622
621
624
623
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613
612
611
606
605
604
601
600
607
603
602
615
614
608
609

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
600	PANEL		115		116	NAS1203-2	6
601	PANEL		117		118	NAS1203-2	2
602	PANEL		153		154	NAS1203-2	2
603	PANEL		121		122	NAS1203-2	3
604	PANEL	Ⓐ	137		138	NAS1203-1 -2	6 3
605	PANEL	Ⓑ	123		124	NAS1203-1 -2	8 6
606	PANEL	Ⓒ	139		140	NAS1203-1 -2	8 2
607	PANEL		141		142	NAS1203-1	5
608	PANEL		143		144	NAS1203-1	5
609	PANEL		145		146	NAS1203-1	15
610	PANEL	Ⓓ	125		126	NAS1203-3 -4	4 4
611	PANEL	Ⓔ	127		128	NAS1203-2 -3 -4 -7 -8 -9 -10	21 5 4 3 5 4 6

30 02 12 022-1 A

CONTINUED

Horizontal Stabilizer, Elevator, Trim Tab, and Flight Tab Access Doors, Panels and Fairings
Figure 208 (Sheet 1 of 7)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
612	PANEL	F	129		130	NAS1203-3	3
						-4	7
						-5	12
						-6	2
						-7	2
						-8	2
						1204-7	1
613	PANEL	G	131		132	NAS1203-3	22
						-4	10
						-6	1
						1204-7	1
614	PANEL	H	133		134	NAS1203-3	19
						-4	1
						-5	1
						-6	1
615	PANEL	I	135		136	NAS1203-3	14
						-4	1
616	PANEL, LEADING EDGE		∘		∘	NAS1203-4	80
617	PANEL, LEADING EDGE		∘		∘	NAS1203-4	80
618	PANEL, LEADING EDGE	J	∘		∘	NAS1202-4	2
						1203-4	30
						-5	94
619	PANEL, LEADING EDGE STUB	K	∘		∘	NAS1202-4	2
						1203-4	30
						-5	4
						-6	2
620	PANEL		107		101	NAS1103-8	55
621	PANEL			105		NAS1103-8	26
622	PANEL		109		103	NAS1103-10	49
623	PANEL		149		150	NAS1203-4	26
624	PANEL		151		152	NAS1203-4	26

END LIST

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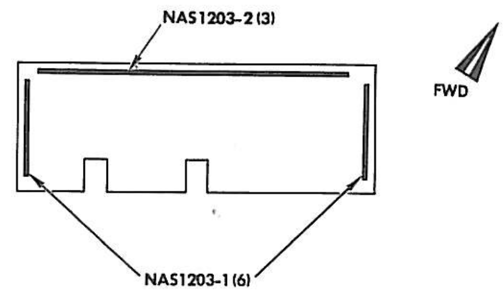
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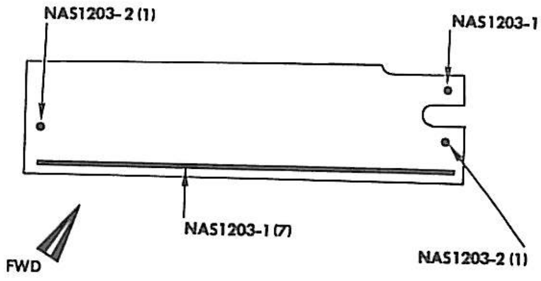
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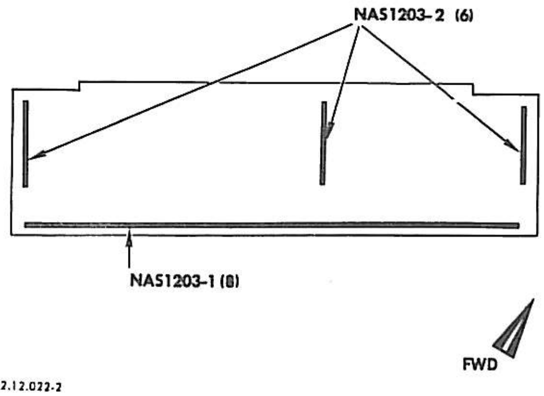
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NAS1203-1 (8)
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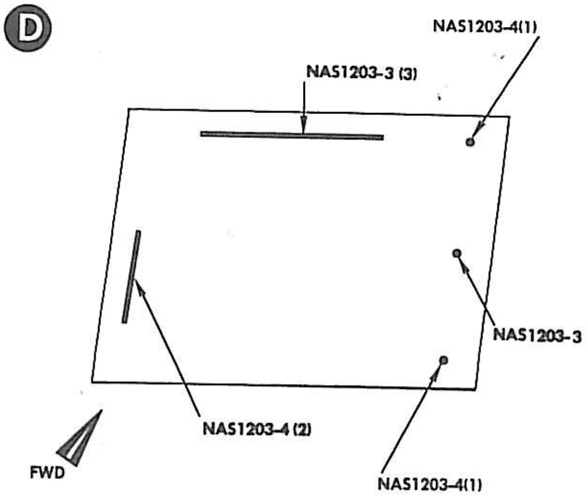
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NAS1203-4 (2)
FWD
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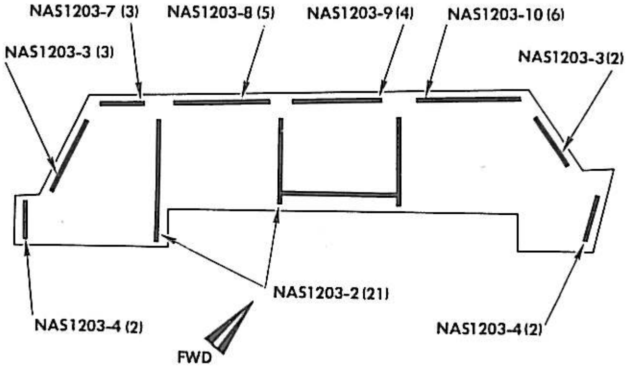
30.02.12.022-2

Horizontal Stabilizer, Elevator, Trim Tab, and Flight Tab Access Doors, Panels and Fairings
Figure 208 (Sheet 2 of 7)

E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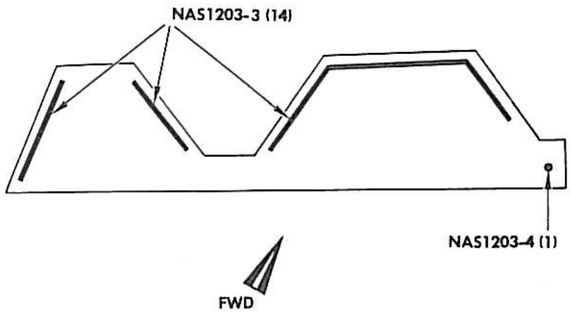
NAS1203-9 (4)
NAS1203-10 (6)
NAS1203-3 (3)
NAS1203-3 (2)
NAS1203-2 (21)
NAS1203-4 (2)
NAS1203-4 (2)
FWD

I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NAS1203-4 (1)
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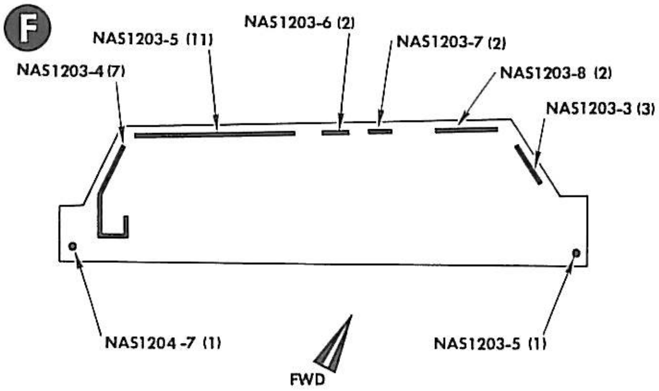
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NAS1203-5 (11)
NAS1203-7 (2)
NAS1203-4 (7)
NAS1203-8 (2)
NAS1203-3 (3)
NAS1204-7 (1)
NAS1203-5 (1)
FWD

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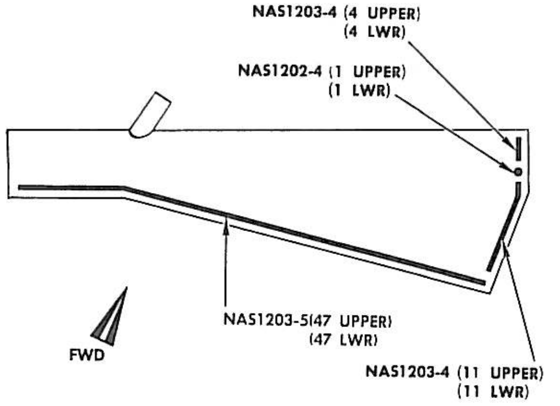
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(4 LWR)
NAS1202-4 (1 UPPER)
(1 LWR)
NAS1203-5 (47 UPPER)
(47 LWR)
NAS1203-4 (11 UPPER)
(11 LWR)
FWD

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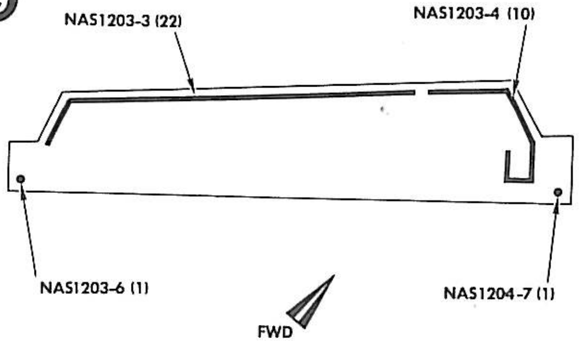
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NAS1203-6 (1)
NAS1204-7 (1)
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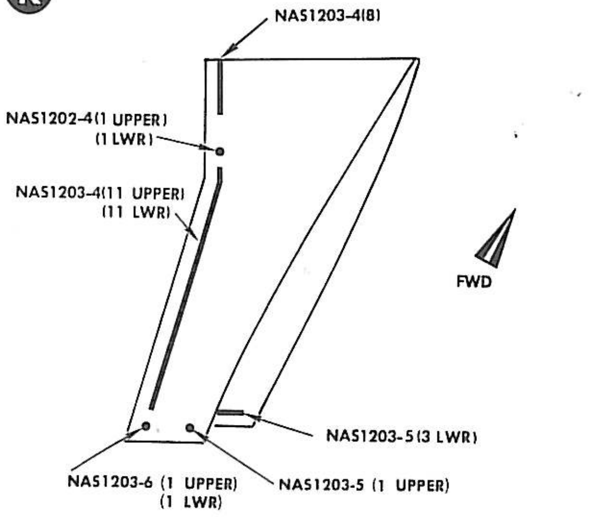
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(1 LWR)
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(11 LWR)
FWD
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NAS1203-6 (1 UPPER)
(1 LWR)
NAS1203-5 (1 UPPER)

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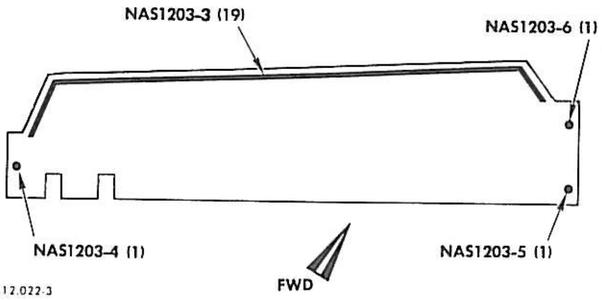
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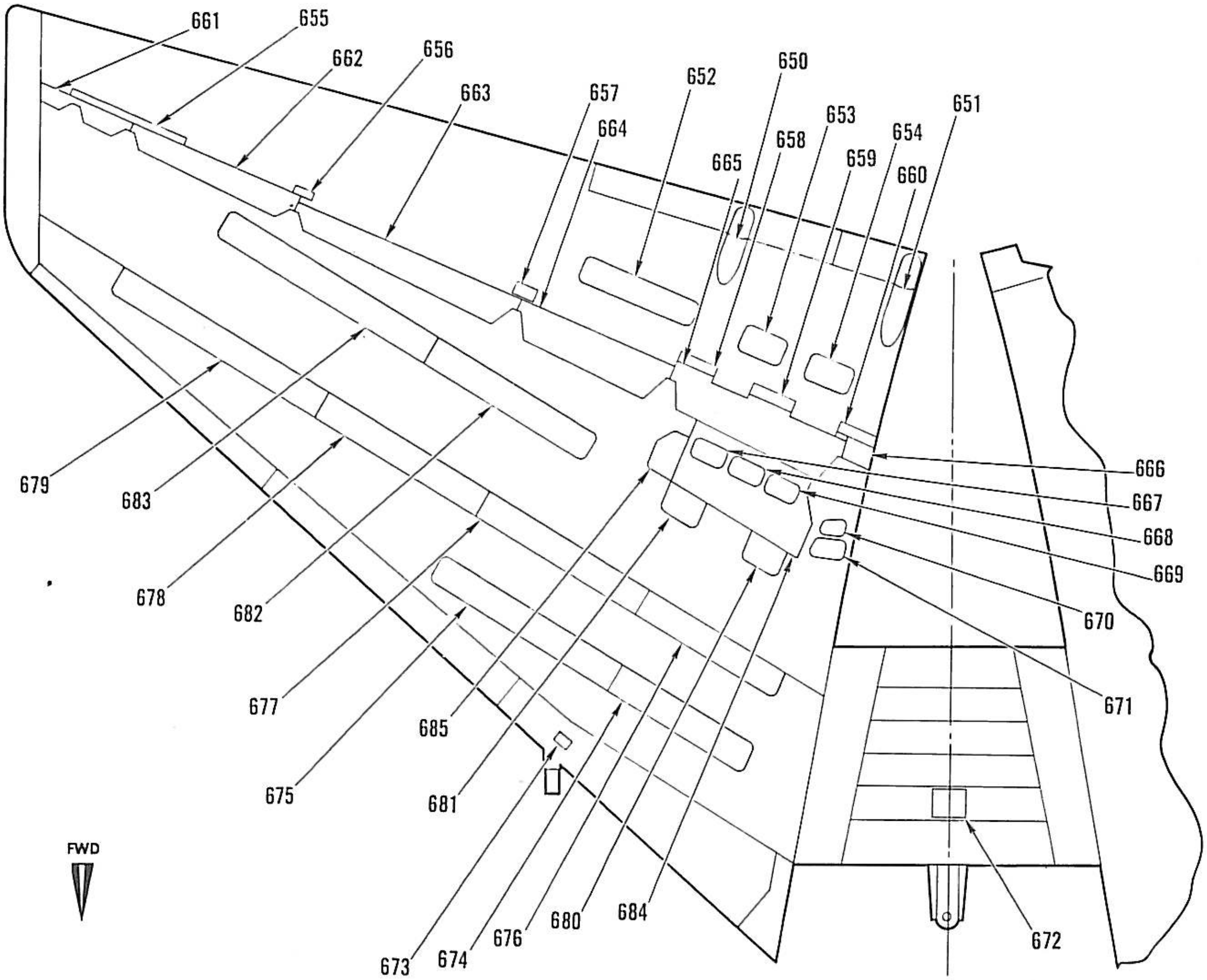
NAS1203-6 (1)
NAS1203-4 (1)
NAS1203-5 (1)
FWD

30.02.12.022-3

Horizontal Stabilizer, Elevator, Trim Tab, and Flight Tab Access Doors, Panels and Fairings
Figure 208 (Sheet 3 of 7)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674
676
680
684
672
FWD

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
650	FAIRING	Ⓐ	278		288	NAS1203-1 -2 -4	3 8 2
651	FAIRING	Ⓑ	285		286	NAS1203-1 -3 -4	4 7 1
652	PANEL		223		224	NAS1203-1	86
653	PANEL		291		292	NAS1203-1	36
654	PANEL		219		220	NAS1203-1	36
655	PANEL		283		284	NAS1203-1	15
656	PANEL		279		280	NAS1203-1	5
657	PANEL		277		278	NAS1203-1	5
658	PANEL	Ⓒ	275		276	NAS1203-1 -2	8 2
659	PANEL	Ⓓ	•		•	NAS1203-1 -2	8 6
660	PANEL	Ⓔ	271		272	NAS1203-1 -2	6 3
661	PANEL	Ⓕ	269		270	NAS1203-3 -4	14 1
662	PANEL	Ⓖ	267		268	NAS1203-3 -4 -5 -6	19 1 1 1

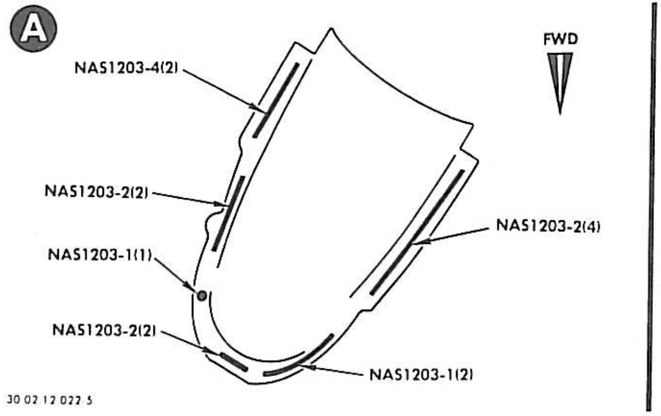
30.02.12.022-4

CONTINUED

Horizontal Stabilizer, Elevator, Trim Tab, and Flight
Tab Access Doors, Panels and Fairings
Figure 208 (Sheet 4 of 7)

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART			FASTENER	TOTAL
			LH	CENTER	RH		
663	PANEL	Ⓗ	265		266	NAS1203-3 -4 -6 1204-7	22 10 1 1
664	PANEL	Ⓘ	263		264	NAS1203-3 -4 -5 -6 -7 -8 1204-7	3 7 12 2 2 2 1
665	PANEL	Ⓙ	261		262	NAS1203-2 -3 -4 -7 -8 -9 -10	21 5 4 3 5 4 6
666	PANEL	Ⓚ	259		260	NAS1203-3 -4	4 4
667	PANEL		235		236	NAS1203-3	24
668	PANEL		233		234	NAS1203-3	24
669	PANEL		231		232	NAS1203-3	24
670	PANEL		255		256	NAS1203-3	18
671	PANEL		253		254	NAS1203-3	27
672	PANEL			201		NAS1103-8	26
673	PANEL		251		252	NAS333P4	13
674	PANEL	Ⓛ	203		204	NAS1203-3 -4	43 68
675	PANEL	Ⓜ	205		206	NAS1203-3 -4	110 4
676	PANEL	Ⓝ	207		208	NAS1203-3 -4	43 62
677	PANEL	Ⓞ	209		210	NAS1203-3 -4	110 4
678	PANEL		211		212	NAS1203-3	126
679	PANEL		213		214	NAS1203-3	144
680	PANEL	Ⓟ	225		226	NAS1203-4 -5 -6	12 20 12
681	PANEL	Ⓠ	227		228	NAS1203-4 -5	24 20
682	PANEL		215		216	NAS1203-3	132
683	PANEL		217		218	NAS1203-3	144
684	PANEL	Ⓡ	229		230	NAS1203-4 -5 -6 -7 -8 -9 -14	86 55 5 5 38 27 1
685	PANEL	Ⓢ	257		258	NAS1203-4 -5	28 16

END LIST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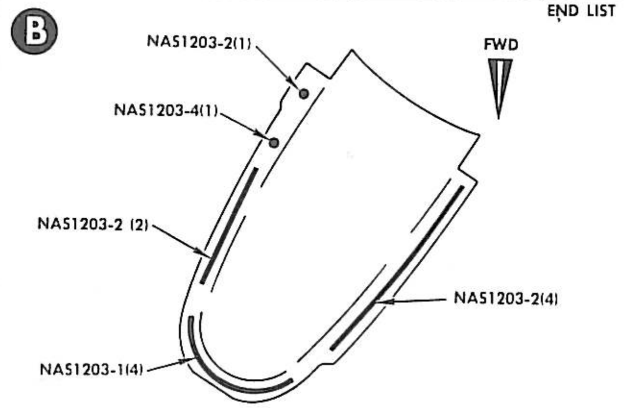
NAS1203-1(2)

30 02 12 022 5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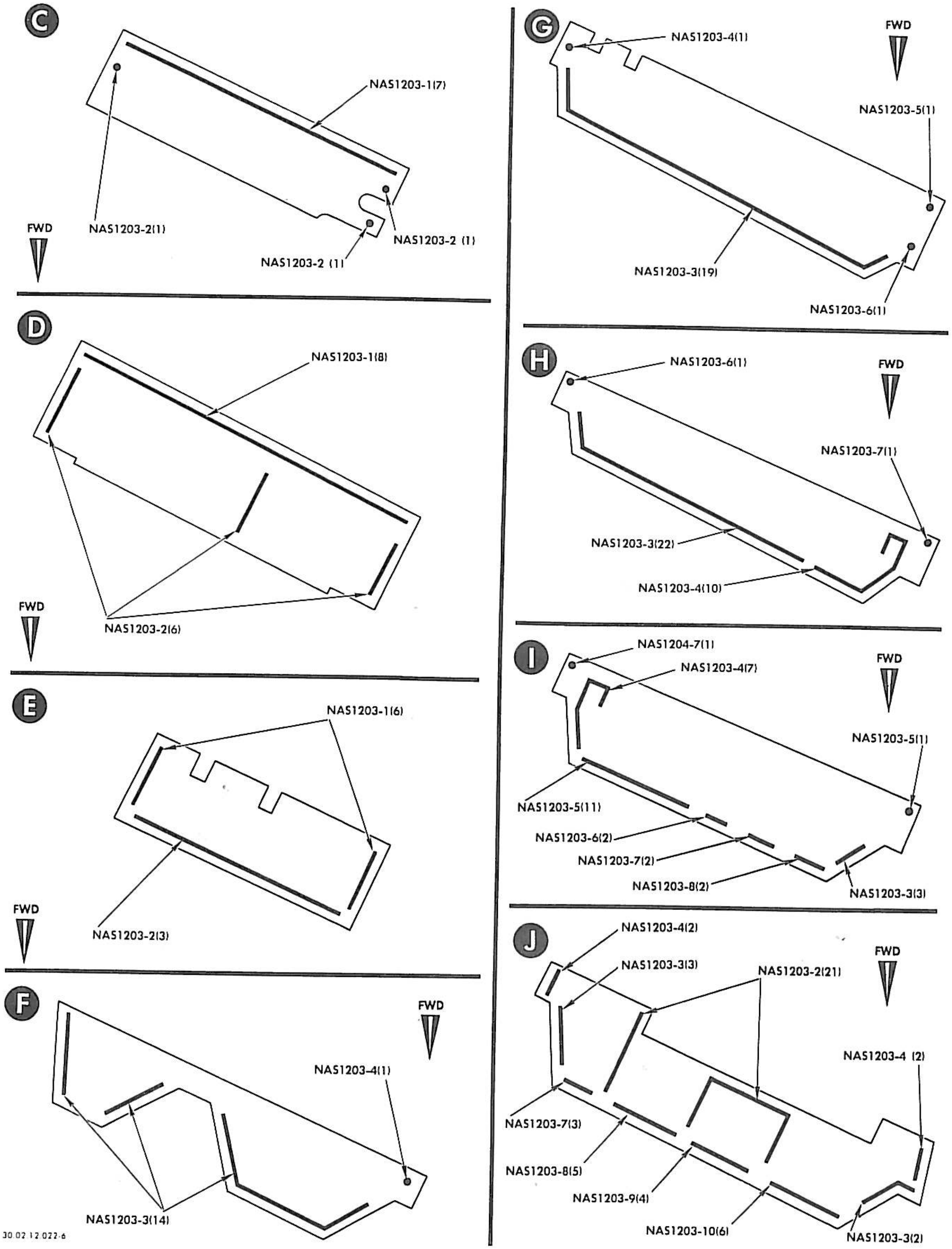
NAS1203-2 (2)
NAS1203-2(4)
NAS1203-1(4)

Horizontal Stabilizer, Elevator, Trim Tab, and Flight Tab Access Doors, Panels and Fairings
Figure 208 (Sheet 5 of 7)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NAS1203-1(7)
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NAS1203-2 (1)
NAS1203-2 (1)
FWD
D
NAS1203-1(8)
FWD
NAS1203-2(6)
E
NAS1203-1(6)
FWD
NAS1203-2(3)
F
FWD
NAS1203-4(1)
NAS1203-3(14)
30.02.12.022-6
G
NAS1203-4(1)
FWD
NAS1203-5(1)
NAS1203-3(19)
NAS1203-6(1)
H
NAS1203-6(1)
FWD
NAS1203-7(1)
NAS1203-3(22)
NAS1203-4(10)
I
NAS1204-7(1)
NAS1203-4(7)
FWD
NAS1203-5(1)
NAS1203-5(11)
NAS1203-6(2)
NAS1203-7(2)
NAS1203-8(2)
NAS1203-3(3)
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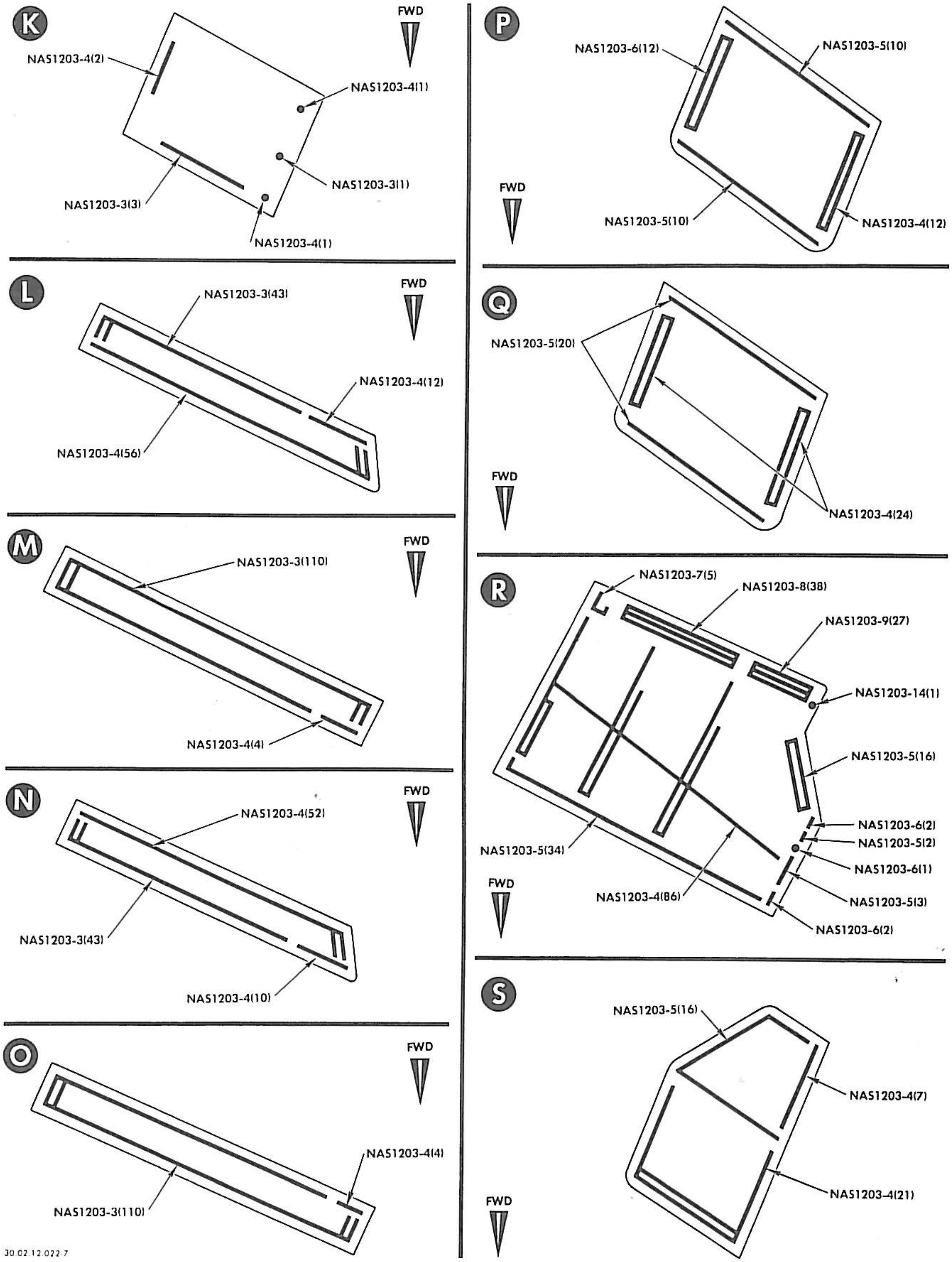
NAS1203-4(2)
NAS1203-3(3)
NAS1203-2(21)
FWD
NAS1203-4 (2)
NAS1203-7(3)
NAS1203-8(5)
NAS1203-9(4)
NAS1203-10(6)
NAS1203-3(2)

Horizontal Stabilizer, Elevator, Trim Tab, and Flight
Tab Access Doors, Panels and Fairings
Figure 208 (Sheet 6 of 7)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NAS1203-3(1)
NAS1203-3(3)
NAS1203-4(1)
L
FWD
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NAS1203-4(12)
NAS1203-4(56)
M
FWD
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NAS1203-4(4)
N
FWD
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NAS1203-3(43)
NAS1203-4(10)
O
FWD
NAS1203-4(4)
NAS1203-3(110)
P
NAS1203-6(12)
NAS1203-5(10)
FWD
NAS1203-5(10)
NAS1203-4(12)
Q
NAS1203-5(20)
FWD
NAS1203-4(24)
R
NAS1203-7(5)
NAS1203-8(38)
NAS1203-9(27)
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NAS1203-6(2)
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FWD
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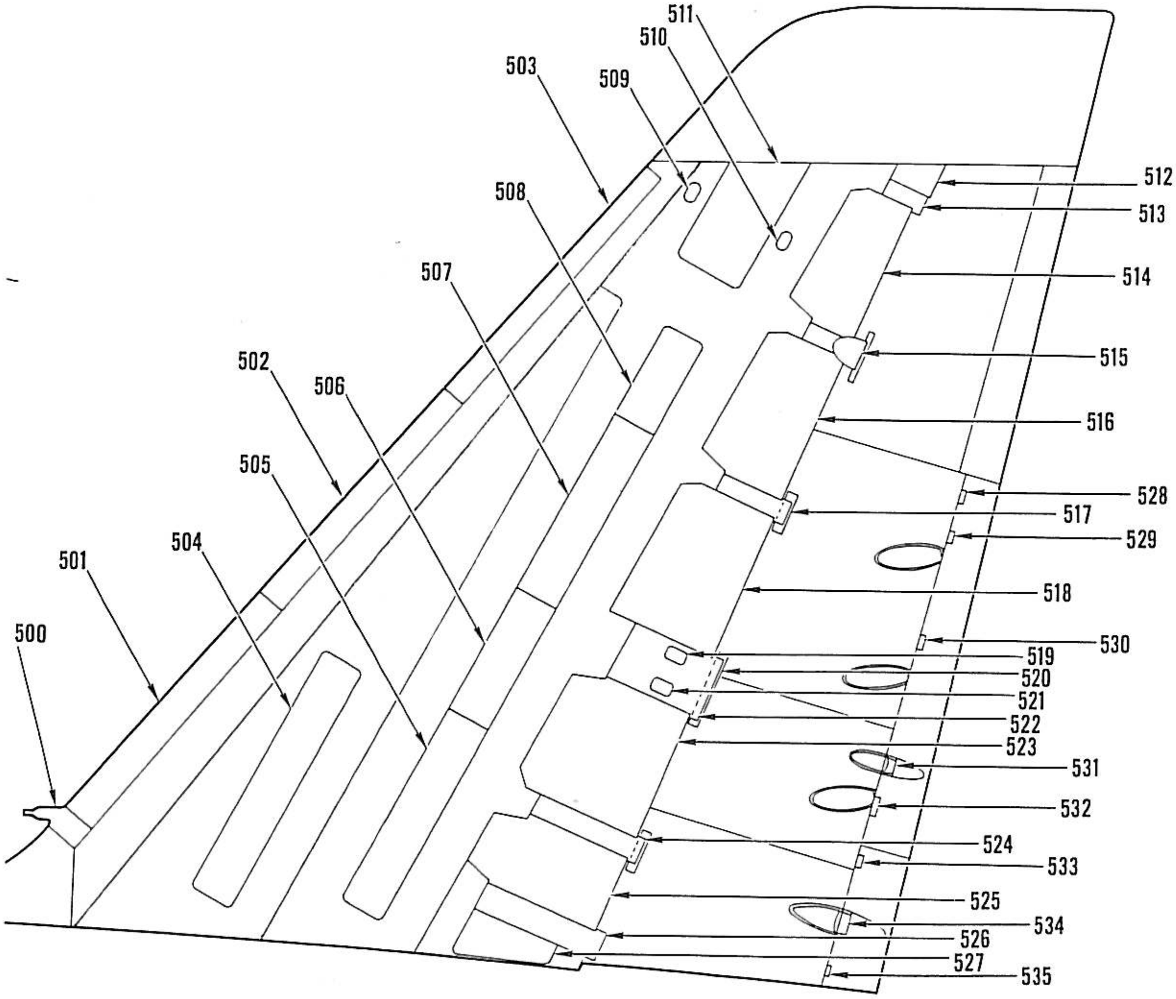
NAS1203-6(2)
S
NAS1203-5(16)
NAS1203-4(7)
NAS1203-4(21)
FWD

30.02.12.022-7

Horizontal Stabilizer, Elevator, Trim Tab, and Flight Tab Access Doors, Panels and Fairings
Figure 208 (Sheet 7 of 7)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KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
500	LEADING EDGE PANEL	Ⓐ		25		NAS1203-2	18
						-3	28
501	LEADING EDGE PANEL	Ⓑ		•		NAS1203-3	18
						-4	64
502	LEADING EDGE PANEL			•		NAS1203-4	62
503	LEADING EDGE PANEL			•		NAS1203-4	66
504	PANEL	Ⓒ	11			NAS1203-2	201
						-3	56
505	PANEL	Ⓓ	9			NAS1203-2	209
						-3	31
506	PANEL	Ⓔ	15			NAS1203-2	124
						-3	31
507	PANEL	Ⓕ	7			NAS1203-2	67
						-3	69
508	PANEL	Ⓖ	5			NAS1203-2	43
						-3	28
						-5	4
509	PANEL		3			NAS1203-3	10
510			1			NAS1203-3	10
511	DOOR	Ⓗ	Q1			NAS1203-3	35
						-4	2
512	PANEL	Ⓘ	97		98	NAS1203-3	7
						-4	6
513	DOOR		•		•	NAS333PA5	9

30.02.12.023.1

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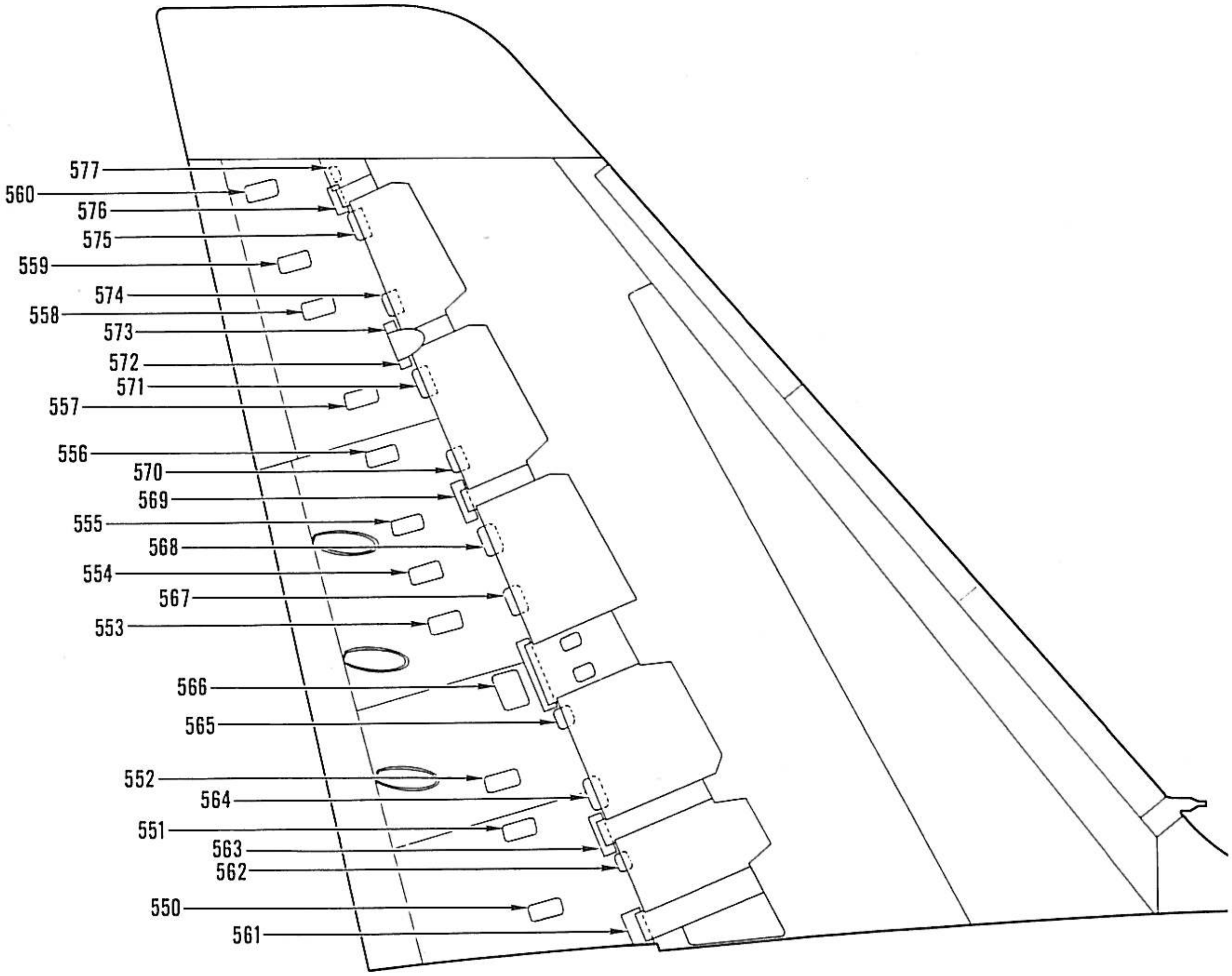
Vertical Stabilizer, Rudder and Trim Tab
Access Doors, Panels and Fairings
Figure 209 (Sheet 1 of 5)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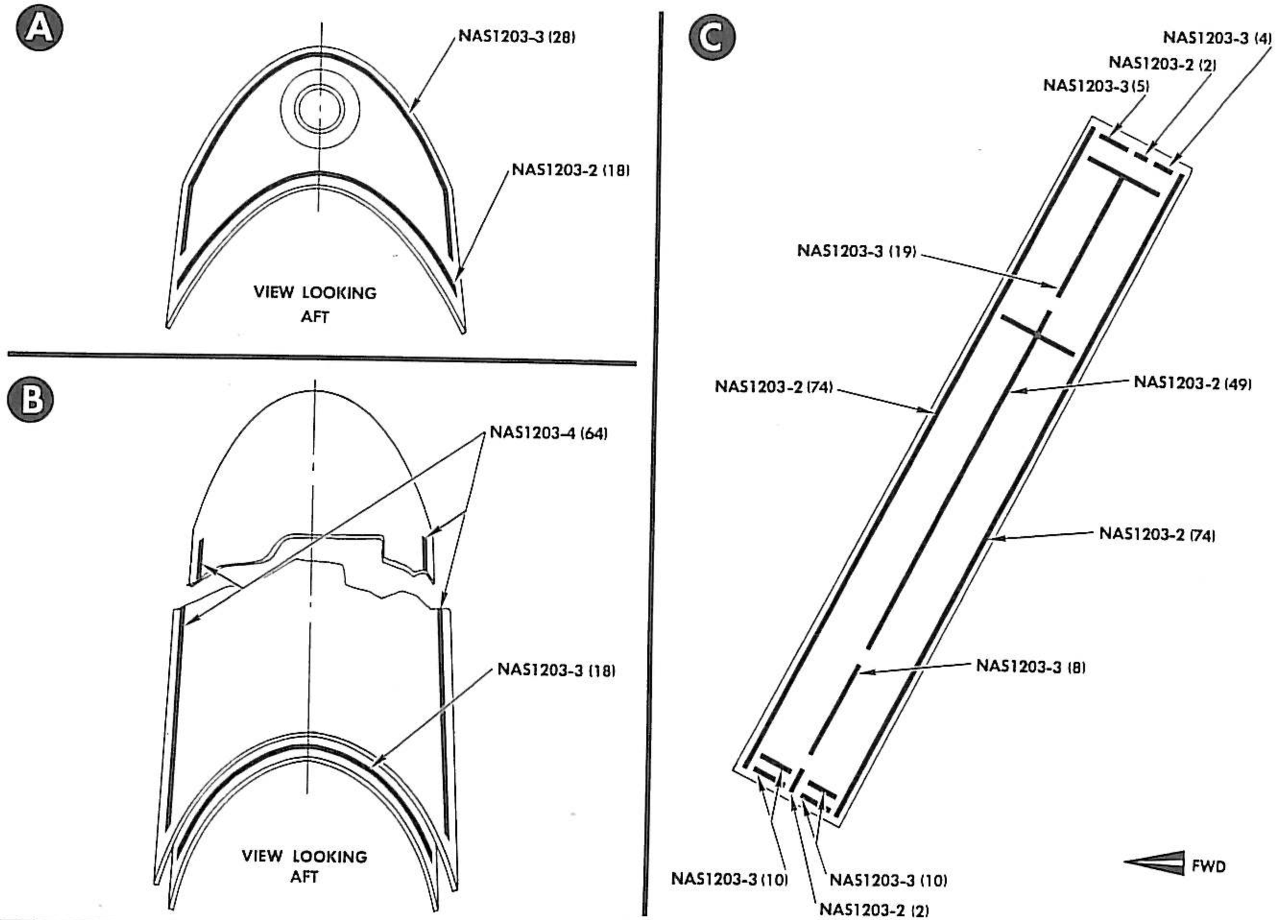
561

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
514	DOOR	Ⓙ	•		•	NAS333PA4	12
						4-5	1
						5-5	1
						6	2
						1203-5	1
						-6	2
515	DOOR	Ⓚ	307		308	NAS333PA5	3
						1203-2	2
						-5	2
516	DOOR	Ⓛ	•		•	NAS333PA4	12
						5	3
						5-5	5
						6	2
						1103-6	1
						1203-6	1
517	DOOR		•		•	NAS333PA5	9
518	DOOR	Ⓜ	•		•	NAS333PA4	22
						5	7
519	DOOR		V5		W6	NAS1203-2	2
520	PANEL		•		•	NAS1203-1	10
521	DOOR		T5		U6	NAS1203-2	2
522	PANEL		•		•	NAS1203-6	57
523	DOOR	Ⓝ	•		•	NAS333PA4	29
						4-5	4
524	DOOR		•		•	NAS333PA5	12

30 07 12 023 2

CONTINUED

Vertical Stabilizer, Rudder and Trim Tab
Access Doors, Panels and Fairings
Figure 209 (Sheet 2 of 5)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NAS1203-3 (28)
NAS1203-2 (18)
VIEW LOOKING AFT
B
NAS1203-4 (64)
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VIEW LOOKING AFT
C
NAS1203-3 (4)
NAS1203-2 (2)
NAS1203-3 (5)
NAS1203-3 (19)
NAS1203-2 (74)
NAS1203-2 (49)
NAS1203-2 (74)
NAS1203-3 (8)
NAS1203-3 (10)
NAS1203-3 (10)
NAS1203-2 (2)
FWD

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
525	DOOR	◎	•		•	NAS333PA4 4-5 5 5-5 6-5 7	19 2 2 14 2 1
526	DOOR		•		•	NAS333PA6-5	41
527	PANEL		99		100	NAS1203-3	34
528	PANEL		39			NAS1203-2	4
529	PANEL		37			NAS1203-2	4
530	PANEL		35			NAS1203-2	4
531	PANEL		21			NAS1203-3	3
532	PANEL		33			NAS1203-2	7
533	PANEL		31			NAS1203-2	4
534	PANEL		23			NAS1203-3	5
535	PANEL		29			NAS1203-2	4
550	PANEL				67	NAS1203-2	2
551	PANEL				69	NAS1203-2	2
552	PANEL				71	NAS1203-2	2
553	PANEL				73	NAS1203-2	2
554	PANEL				75	NAS1203-2	2
555	PANEL				77	NAS1203-2	2
556	PANEL				79	NAS1203-2	2
557	PANEL				81	NAS1203-2	2
558	PANEL				83	NAS1203-2	2
559	PANEL				85	NAS1203-2	2
560	PANEL				87	NAS1203-2	2
561	PANEL				91	NAS1203-1	7
562	PANEL				41	NAS333PA4	8
563	PANEL				53	NAS1203-1	6

30.02.12.023.3

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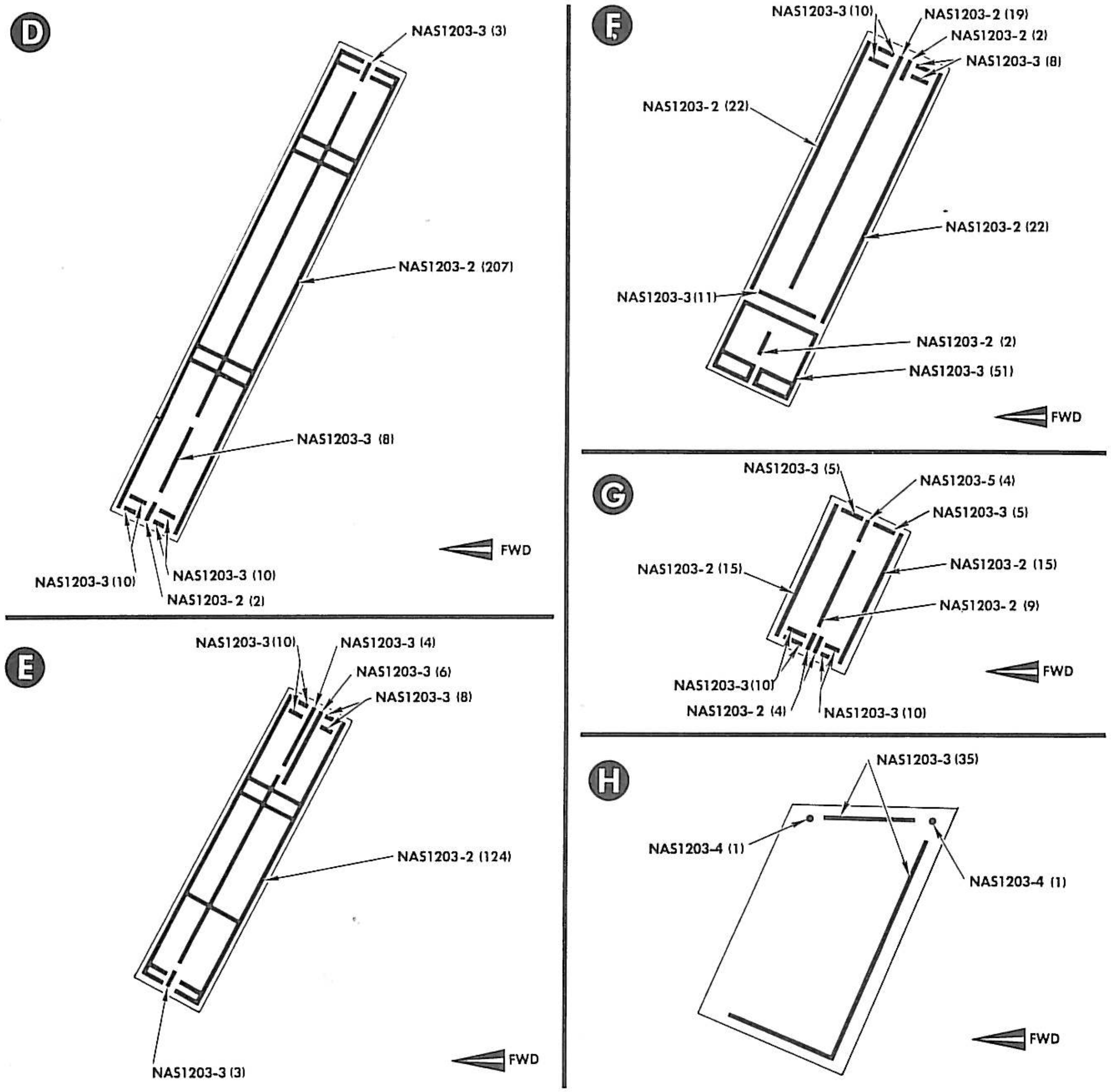
Vertical Stabilizer, Rudder and Trim Tab
Access Doors, Panels and Fairings
Figure 209 (Sheet 3 of 5)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NAS1203-3 (10)
NAS1203-2 (2)
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NAS1203-3 (4)
NAS1203-3 (6)
NAS1203-3 (8)
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NAS1203-2 (15)
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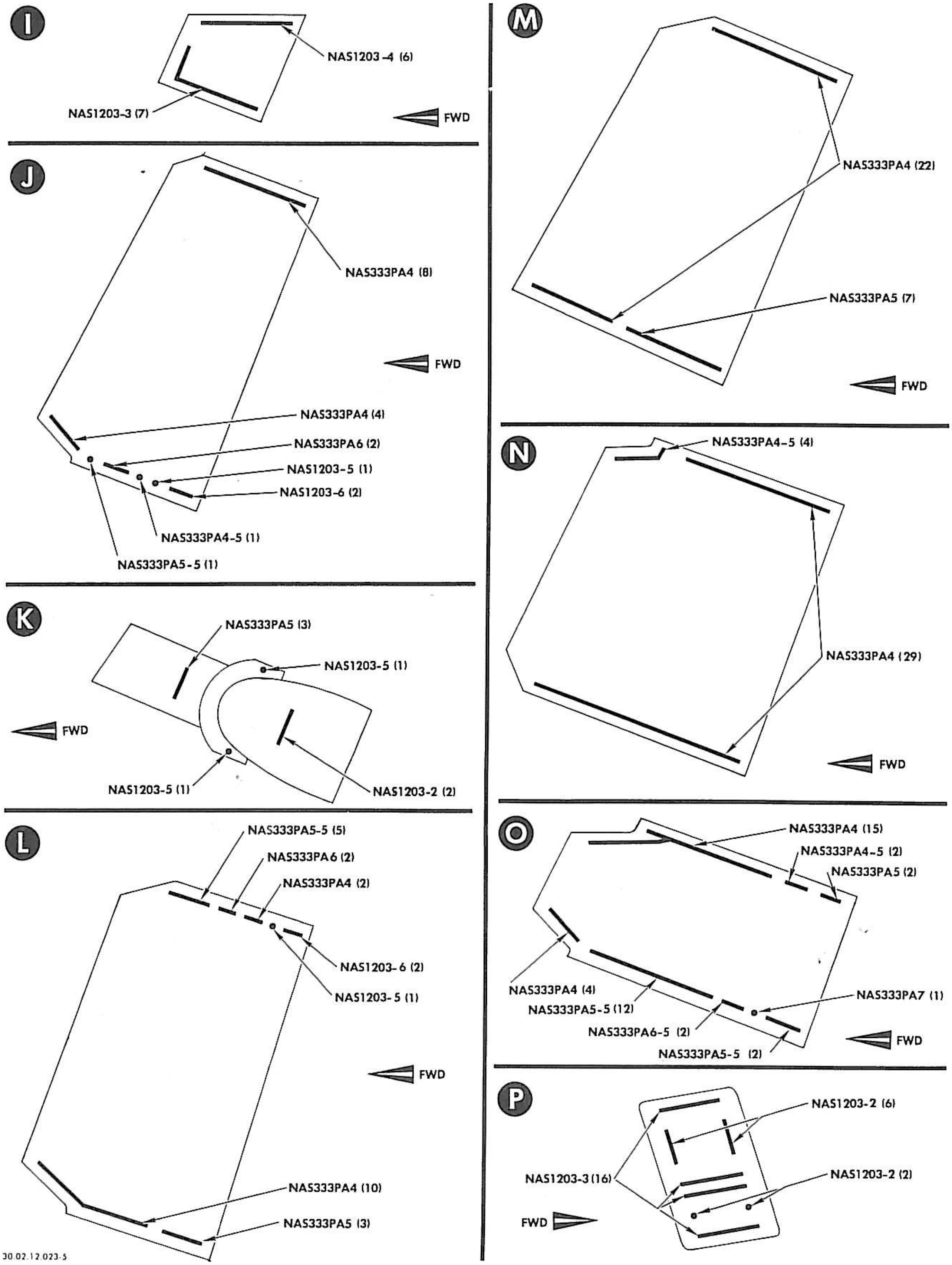
NAS1203-3(10)
NAS1203-2 (4)
NAS1203-3 (10)
FWD
H
NAS1203-3 (35)
NAS1203-4 (1)
NAS1203-4 (1)
FWD

KEY ITEM	PART NAME and/or "STENCILLED NAME"	SEE DETAIL	STENCIL NUMBER of PART LH	CENTER	RH	FASTENER	TOTAL
564	PANEL				45	NAS333PA4	13
565	PANEL				309	NAS333PA4	8
566	PANEL	Ⓟ			307	NAS1203-2 -3	8 16
567	PANEL				47	NAS333PA4	8
568	PANEL				311	NAS333PA4	8
569	PANEL				59	NAS1203-1	6
570	PANEL				51	NAS333PA4	8
571	PANEL				313	NAS333PA4	10
572	PANEL				301	NAS1203-1	3
573	PANEL				303	NAS1203-1	3
574	PANEL				305	NAS333PA4	8
575	PANEL				315	NAS333PA4	6
576	PANEL				63	NAS1203-1	6
577	PANEL				95	NAS333PA4	13

30 02 12 023 4

END LIST

Vertical Stabilizer, Rudder and Trim Tab
Access Doors, Panels and Fairings
Figure 209 (Sheet 4 of 5)


I
NAS1203-4 (6)
NAS1203-3 (7)
FWD
J
NAS333PA4 (8)
FWD
NAS333PA4 (4)
NAS333PA6 (2)
NAS1203-5 (1)
NAS1203-6 (2)
NAS333PA4-5 (1)
NAS333PA5-5 (1)
K
NAS333PA5 (3)
NAS1203-5 (1)
FWD
NAS1203-5 (1)
NAS1203-2 (2)
L
NAS333PA5-5 (5)
NAS333PA6 (2)
NAS333PA4 (2)
NAS1203-6 (2)
NAS1203-5 (1)
FWD
NAS333PA4 (10)
NAS333PA5 (3)
30.02.12.023-5
M
NAS333PA4 (22)
NAS333PA5 (7)
FWD
N
NAS333PA4-5 (4)
NAS333PA4 (29)
FWD
O
NAS333PA4 (15)
NAS333PA4-5 (2)
NAS333PA5 (2)
NAS333PA4 (4)
NAS333PA5-5 (12)
NAS333PA7 (1)
NAS333PA6-5 (2)
FWD
NAS333PA5-5 (2)
P
NAS1203-2 (6)
NAS1203-3 (16)
NAS1203-2 (2)
FWD

Vertical Stabilizer, Rudder and Trim Tab
Access Doors, Panels and Fairings
Figure 209 (Sheet 5 of 5)

LUBRICATION

1. Lubrication

A. General.

Lubrication methods shall conform to Specification MIL-L-6880. Lubrication procedures for unit assemblies are not included in this chapter. For "on assembly" lubrication of a particular component, refer to the component's applicable system chapter.

The following general practices shall be complied with during all lubrication processes. Figure 201 provides an explanation of the various codes and symbols used in this section.

(1) All surfaces which are to be lubricated shall be clean, and free from moisture, solvents or other agents.

(2) Lubricants shall not be applied over corrosion or rust.

(3) Use care when handling highly finished surfaces prior to lubrication. Corrosion can be initiated by body moisture and/or acids subsequent to the application of lubricant.

(4) Hinges, clevis pins, locking mechanisms and other low duty, low wear parts shall be lubricated lightly as required with oil, Specification MIL-L-7870, or "Lube Stick," whichever is more practical. Wipe surfaces clean and apply lubricant only to the actual working surfaces; remove excess lubricant from surrounding area.

NOTE: "Lube Stick" is preferred for lubricating openly exposed items such as door hinges, door tracks, latches and latch mechanisms where passengers or flight personnel are likely to brush against them.

(5) All pressure type grease fittings shall be wiped clean with a dry, lint free cloth prior to lubrication. Apply lubricant to pressure fittings until a small amount of lubricant if forced out of the unit being lubricated. Wipe excess lubricant from exposed surfaces and from around the unit to prevent sticky areas where dirt or foreign matter may collect and adhere to bearing surfaces.

(6) Use care when applying grease under pressure not to damage internal seals of the unit being lubricated, by forcing in too much grease.

(7) Do not oil anti-friction type bearings or subject them to steam or solvent sprays. Clean external surfaces of anti-friction bearings using a clean, lint free cloth dampened with solvent, Specification P-S-661.

B. Lubricants.

(1) Lubricants specified are for lubricating units which have a normal operating temperature range of from -65 degrees F (-54 degrees C) to +160 degrees F (72 degrees C).

(2) "Dry film" lubricated parts are surface treated and coated with a thermosetting, resin bonded dry powdered lubricant (Molybdenum Disulphide) and do not normally require lubrication. However, in instances where the "dry film" coating has deteriorated or worn off a slight amount, the surface can be lubricated with a few drops of general purpose oil, Specification MIL-L-7870. In instances where damage or deterioration of the dry "film" coating is extensive, the part must be removed and re-treated with the baked-on "dry film, coating.

2. Lubricate Electrical-Electronic Equipment

A. General.

Various electrical and electronic components require periodic lubrication. Table I below lists the components, their lubrication interval, manufacturers name and part number. The list also provides the manufacturers maintenance manual or drawing number in which the lubrication instructions may be obtained for a particular component.

TABLE I

(Applicable to airplanes CV1 through CV25)

COMPONENT	LUBRICATION INTERVAL	MFG. PART NUMBER	MANUFACTURER AND LUBRICATION INFORMATION
VHF Navigation Receiver	500 hours	51R3	Collins Radio Corp. Maintenance Manual, Section VIII, dtd. 1 May 1957
Audio Selector Control Panel	6 months	G-477	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Weather Radar Control Panel	6 months	G-436	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Radio Compass (ADF) Control Panel	1 year	614L-5	Collins Radio Corp. Maintenance Manual, Section TD-106, dtd. 1 March 1954

TABLE I (CONT)

(Applicable to airplanes CV26 through CV34)

COMPONENT	LUBRICATION INTERVAL	MFG. PART NUMBER	MANUFACTURER AND LUBRICATION INFORMATION
VHF Transceiver	1000 hours	618S-1	Collins Radio Corp. Maintenance Manual, Section V, dtd, 15 October 1957
Audio Selector Control Panel	6 months	G-605	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
VHF Radio Receiver	10,000 tuning cycles	51X-2	Collins Radio Corp. Maintenance Manual, Section V, dtd. 7 February 1958
Radio Power Control Panel	6 months	G-635	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Audio Selector Control Panel	6 months	G-605	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Radio Compass (ADF) Control Panel	1 year	G-620A	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
VHF Radio Control Panel	6 months	G-647	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Transponder Beacon (ATC) Control Panel	6 months	G-440V-1	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
ATC Transponder	6 months	G-764V	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
(Applicable to airplanes CV35 and on)			
Audio Selector Panel	6 months	G-567	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954

TABLE I (CONT)

(Applicable to airplanes CV35 and on)

COMPONENT	LUBRICATION INTERVAL	MFG. PART NUMBER	MANUFACTURER AND LUBRICATION INFORMATION
VHF Radio Receiver	10,000 tuning cycles	51X2	Collins Radio Corp. Maintenance Manual, Section V, dtd. 7 February 1957
VHF Transceiver	1000 hours	6183-1	Collins Radio Corp. Maintenance Manual, Section V dtd. 15 October 1957
Radio Power Control Panel	6 months	G-635	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Audio Selector Panel	6 months	G-567	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Microphone Selector Panel	6 months	G-802	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Radio Control Panel	6 months	G-566	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954
Radio Compass (ADF) Control Panel	1 year	614L-6	Collins Radio Corp. Maintenance Manual, Section TD-106, dtd. 1 March 1958
Weather Radar Control Panel	6 months	G-999	Gables Engineering Inc. Drawing A1072, dtd. 25 May 1954
Transponder Set (ATC)	6 months	621A-2	Collins Radio Corp. Maintenance Manual, Section V, dtd,' 1 March 1954
VHF Navigation and Communication Control Panel	6 months	G-510V	Gables Engineering Inc. Drawing No. A1072, dtd. 25 May 1954

TEMPORARY REVISION NO. 12-19.

Insert facing 12-12-0, Page 205, dated Sep. 10/62 (or subsequent).

This temporary revision is applicable to Group I airplanes (refer to INTRODUCTION for explanation of group designations).

Retain this temporary revision until all Group I airplanes have been modified to Group II configuration.

Page 205, delete Figures 212 and 213 and replace with the following:

Wing Leading Edge Slats Drive System Lubrication........................212
Wing Leading Edge Slats Carriage Roller Lubrication...................213
Wing Leading Edge Flap Hinge and Actuator Lubrication.................213A

3. Lubrication Illustrations

TABLE II

ILLUSTRATIONS FIGURE NUMBER

Lubrication Data.......... 201
Nose Radome Support Linkage Lubrication.......... 202
Main Entrance Door Hinge, Hold-Open Device, Slide Tube, and Door Lift Cable Lubrication.......... 203
Service Door Hinge, Hold-Open Device, Slide Tube, and Door Lift Cable Lubrication.......... 204
Forward and Aft Cargo Compartment Zipper Panels Lubrication.......... 205
Nose Landing Gear Lubrication.......... 206
Nose Landing Gear Door Uplock Lubrication.......... 207
Nose Landing Gear Door Mechanism Lubrication.......... 208
Main Landing Gear Lubrication.......... 209
Main Landing Gear Door and Door Mechanism Lubrication.......... 210
Main Landing Gear Uplock and Door Uplock Lubrication.......... 211
Wing Leading Edge Flap Hinge Lubrication.......... 212
Deleted.......... 213
Flap Drive System Lubrication.......... 214
Flap Carriage Rollers Lubrication.......... 215
Spoiler Hinge and Actuator Cylinder Lubrication.......... 216
Aileron, Aileron Trim Tab, Flight Tab Hinge and Flutter Damper Lubrication.......... 217
Horizontal Stabilizer Hinge, Screw Jack, Elevator, Trim Tab and Flight Tab Hinge Lubrication.......... 218
Elevator Pressure Board, Gust Damper and Flutter Damper Lubrication.......... 219
Elevator Downspring Lubrication.......... 219A
Rudder, Rudder Trim Tab, Flight Tab, Actuating Cylinder and Control Package Lubrication.......... 220
Constant Speed Drive, Engine Starter, Generator and Hydraulic Pump Lubrication.......... 221
Retractable Landing Light Lubrication.......... 222
Translating Cowl Carriage Rollers Lubrication.......... 223
Horizontal Stabilizer Motion Indicator Lubrication.......... 224
Sliding Window Handle Lubrication.......... 225

TABLE OF LUBRICANTS

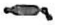
SYMBOL	SPECIFICATION	IDENTIFICATION
———	MIL-G-7421	GREASE, EXTREME LOW TEMPERATURE
OGP	MIL-L-7870	LUBRICATING OIL, GENERAL PURPOSE, LOW TEMPERATURE
OGR	MIL-L-6086	LUBRICATING OIL, GEAR, PETROLEUM BASE, GRADE L
GH	MIL-L-3545	LUBRICATING GREASE, HIGH TEMPERATURE
GSG	MIL-G-7118	GREASE, AIRCRAFT GEAR AND ACTUATOR SCREW, LOW AND HIGH TEMPERATURE
GB	MIL-L-7711	GREASE, AIRCRAFT, GENERAL PURPOSE
GG	MIL-G-7187	GREASE, GRAPHITE, AIRCRAFT LUBRICATING
OHA	MIL-H-5606	OIL, HYDRAULIC, AIRCRAFT, PETROLEUM BASE
CIS	MIL-I-8660	INSULATION AND SEALING COMPOUND, ELECTRICAL (DC-4)
M77		MOLYKOTE LUBRICANT TYPE M-77
ELO	MIL-L-7808	ENGINE OIL
GLT	MIL-G-3278	GREASE, AIRCRAFT INSTRUMENTS, LOW AND HIGH TEMPERATURE
SPECIAL	MIL-L-7866	MOLYBDENUM DISULFIDE POWDER LUBRICANT
GW	MIL-G-25760	GREASE, BALL AND ROLLER BEARING, WIDE TEMPERATURE RANGE
CCP	MIL-C-16173	COMPOUND, CORROSION PREVENTIVE, SOFT FILM-GRADE 2

FREQUENCY SYMBOL

EXPRESSED IN FLIGHT HOURS

⏢	100 HOURS	◇	500 HOURS
△	250 HOURS	○	1000 HOURS
□	300 HOURS	⬡	ON CONDITION

APPLICATION SYMBOL

	GREASE GUN
	OIL CAN
	HAND
	BRUSH

LOCATION SYMBOL

——————→

SOLID LINE WITH ARROWHEAD—
INDICATES SPECIFIC LUBRICATION POINT.

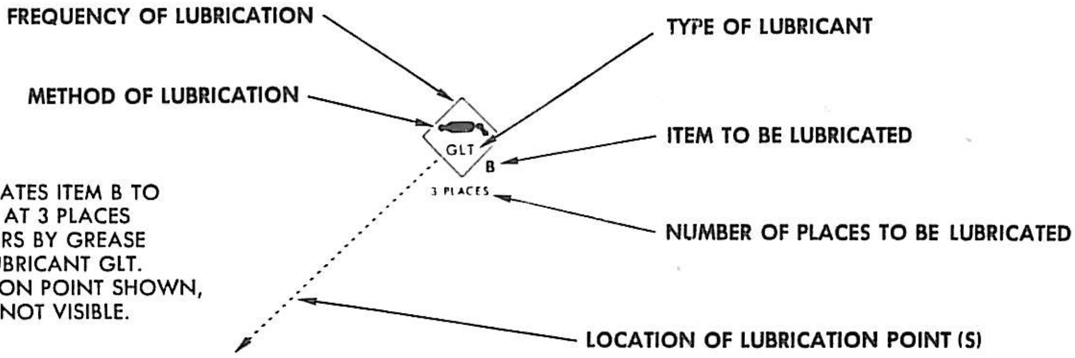
··················→

BROKEN LINE WITH ARROWHEAD—
INDICATES SPECIFIC LUBRICATION POINT AND IDENTICAL POINT OR POINTS NOT SHOWN.

························

BROKEN LINE WITHOUT ARROWHEAD—
INDICATES GENERAL LOCATION OF LUBRICATION POINT OR POINTS.

EXAMPLE OF CODING

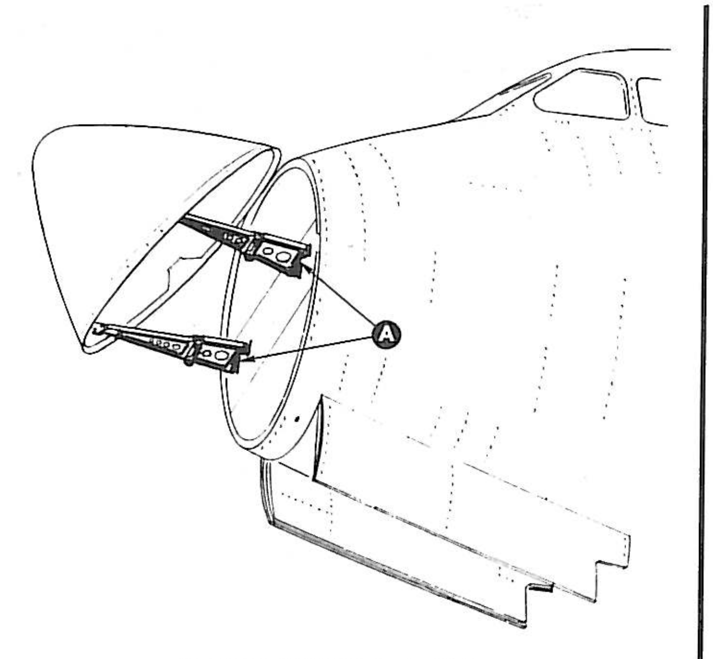


NOTE

EXAMPLE INDICATES ITEM B TO BE LUBRICATED AT 3 PLACES EVERY 500 HOURS BY GREASE GUN, USING LUBRICANT GLT. ONE LUBRICATION POINT SHOWN, OTHER POINTS NOT VISIBLE.

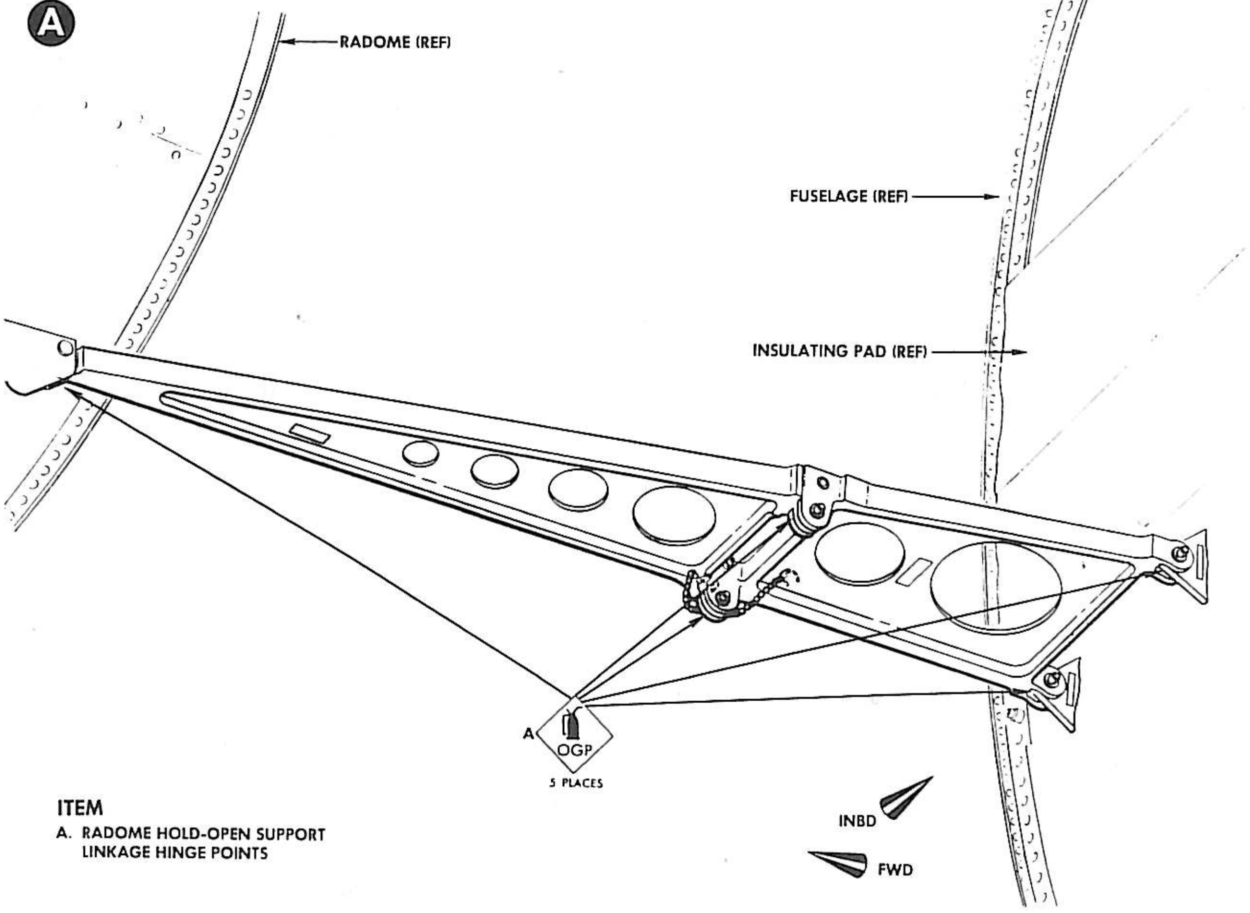
30.02.12.060D

Lubrication Data
Figure 201



RADOME SHOWN FULL OPEN

NOTE:
RIGHT-HAND SIDE LINKAGE SHOWN—LEFT-HAND SIDE LINKAGE IDENTICAL.

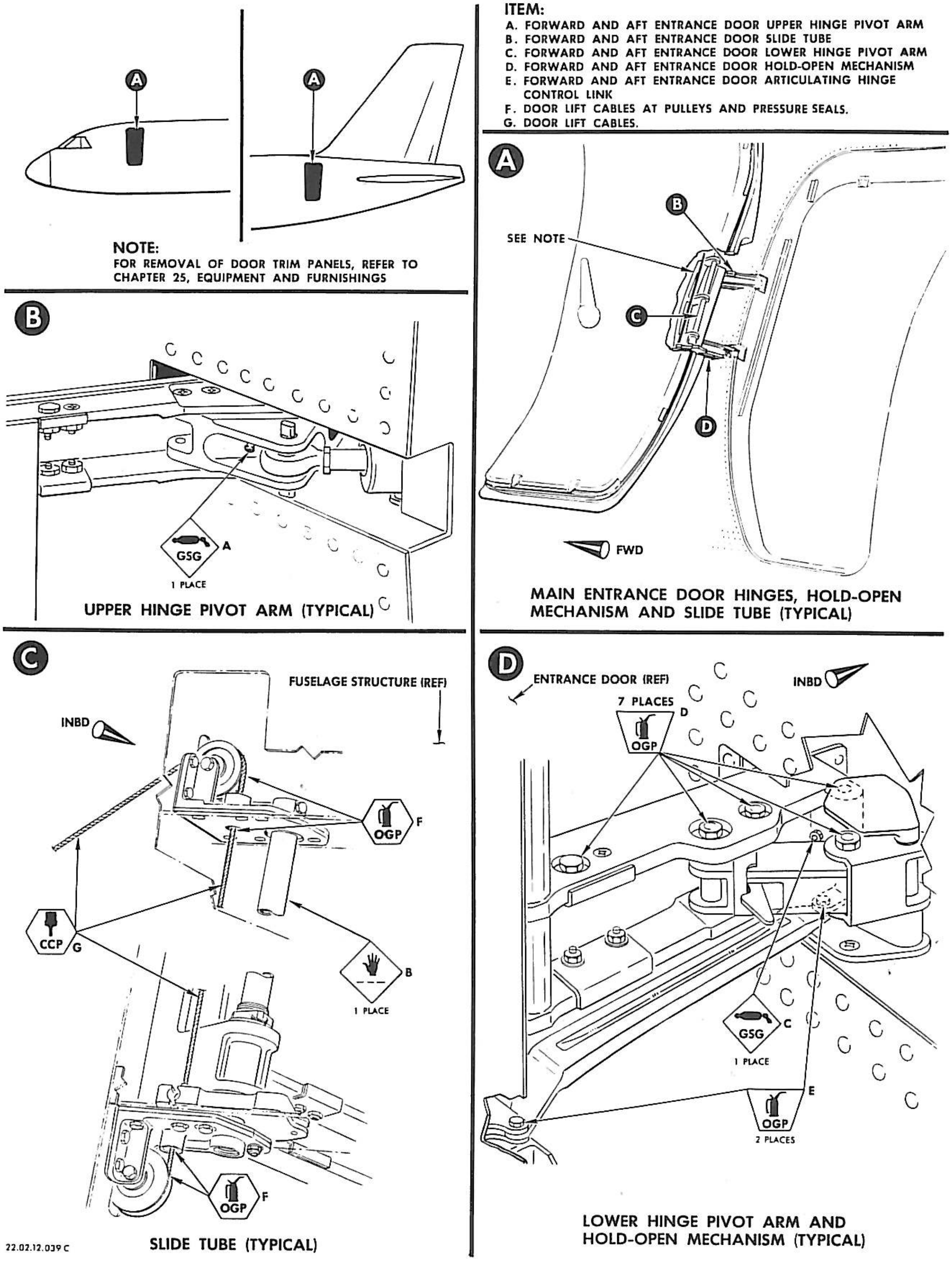

A
RADOME (REF)
FUSELAGE (REF)
INSULATING PAD (REF)
A
OGP
5 PLACES
INBD
FWD

ITEM

A. RADOME HOLD-OPEN SUPPORT LINKAGE HINGE POINTS

22.02.12.038

Nose Radome Support Linkage Lubrication
Figure 202


A
A
B
C
D
SEE NOTE
FWD
GSG
A
1 PLACE
FUSELAGE STRUCTURE (REF)
INBD
OGP
F
CCP
G
B
1 PLACE
OGP
F
22.02.12.039 C
ENTRANCE DOOR (REF)
7 PLACES
D
OGP
INBD
GSG
C
1 PLACE
E
OGP
2 PLACES

ITEM:
A. FORWARD AND AFT ENTRANCE DOOR UPPER HINGE PIVOT ARM
B. FORWARD AND AFT ENTRANCE DOOR SLIDE TUBE
C. FORWARD AND AFT ENTRANCE DOOR LOWER HINGE PIVOT ARM
D. FORWARD AND AFT ENTRANCE DOOR HOLD-OPEN MECHANISM
E. FORWARD AND AFT ENTRANCE DOOR ARTICULATING HINGE CONTROL LINK
F. DOOR LIFT CABLES AT PULLEYS AND PRESSURE SEALS.
G. DOOR LIFT CABLES.

NOTE:
FOR REMOVAL OF DOOR TRIM PANELS, REFER TO CHAPTER 25, EQUIPMENT AND FURNISHINGS

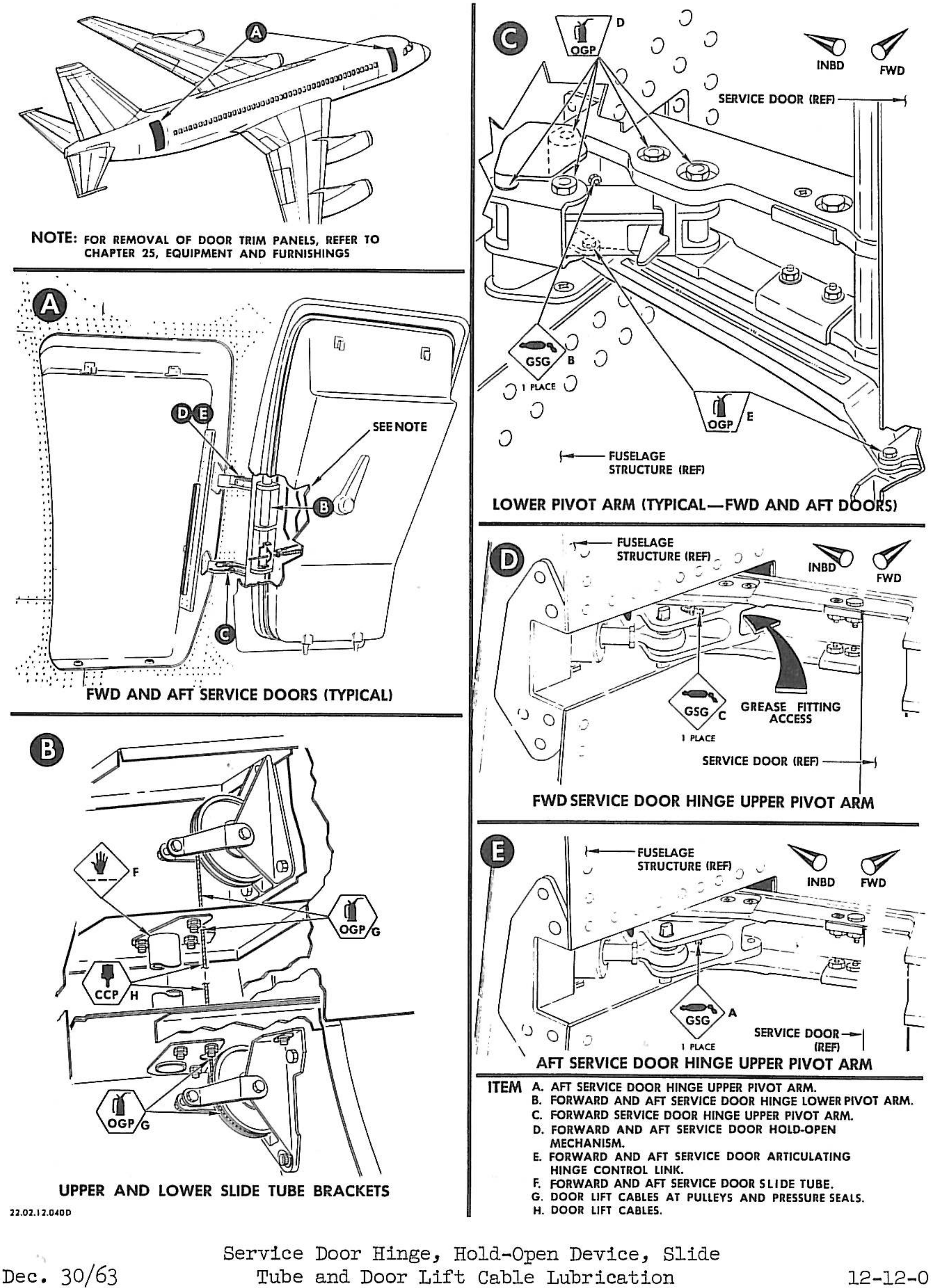
MAIN ENTRANCE DOOR HINGES, HOLD-OPEN MECHANISM AND SLIDE TUBE (TYPICAL)

UPPER HINGE PIVOT ARM (TYPICAL)

SLIDE TUBE (TYPICAL)

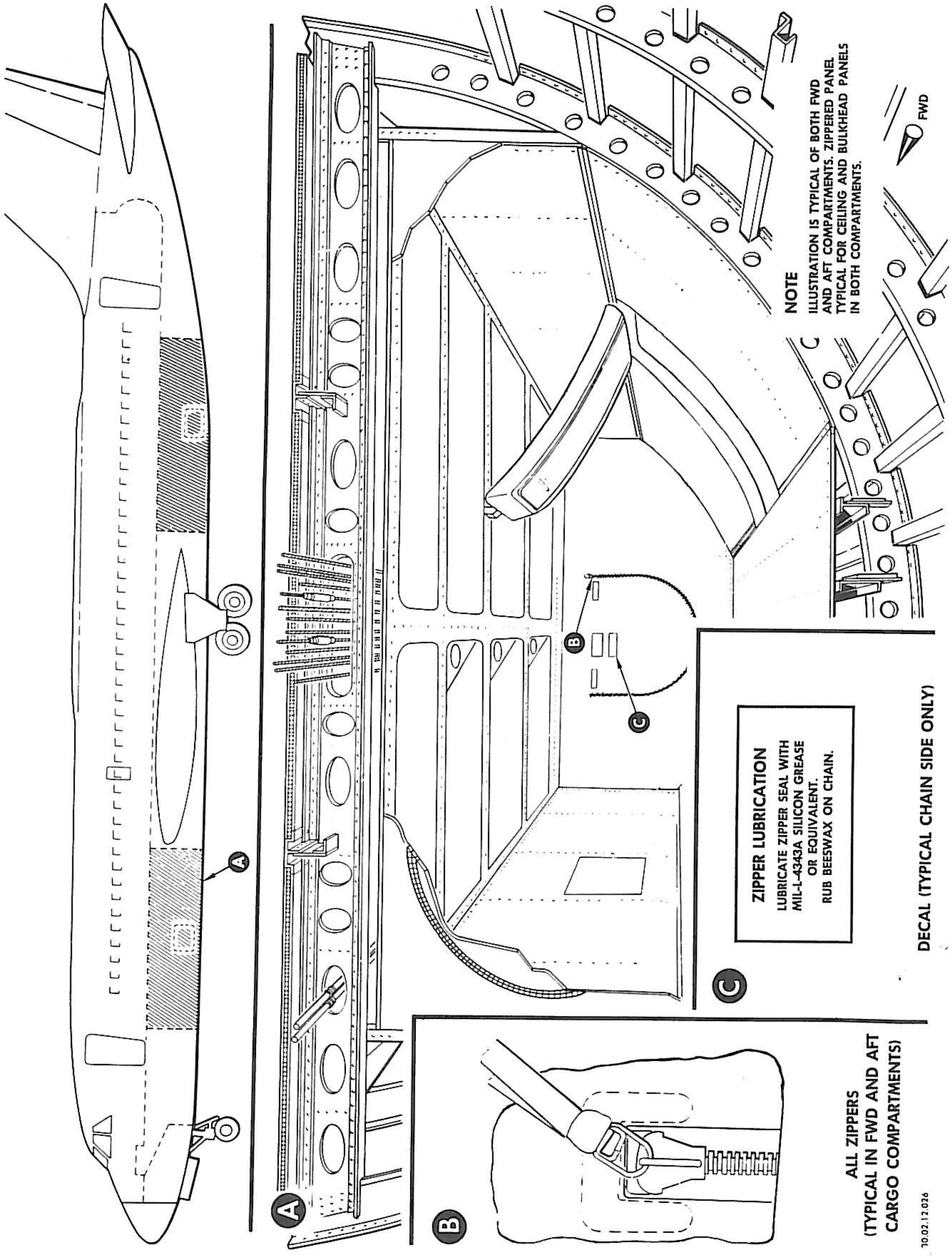
LOWER HINGE PIVOT ARM AND HOLD-OPEN MECHANISM (TYPICAL)

Main Entrance Door Hinge, Hold-Open Device, Slide Tube and Door Lift Cable Lubrication
Figure 203


A
NOTE: FOR REMOVAL OF DOOR TRIM PANELS, REFER TO CHAPTER 25, EQUIPMENT AND FURNISHINGS
A
D E
SEE NOTE
B
C
FWD AND AFT SERVICE DOORS (TYPICAL)
B
F
OGP G
CCP H
OGP G
UPPER AND LOWER SLIDE TUBE BRACKETS
22.02.12.040D
C
OGP D
INBD
FWD
SERVICE DOOR (REF)
GSG B
1 PLACE
OGP E
FUSELAGE STRUCTURE (REF)
LOWER PIVOT ARM (TYPICAL—FWD AND AFT DOORS)
D
FUSELAGE STRUCTURE (REF)
INBD
FWD
GSG C
1 PLACE
GREASE FITTING ACCESS
SERVICE DOOR (REF)
FWD SERVICE DOOR HINGE UPPER PIVOT ARM
E
FUSELAGE STRUCTURE (REF)
INBD
FWD
GSG A
1 PLACE
SERVICE DOOR (REF)
AFT SERVICE DOOR HINGE UPPER PIVOT ARM

ITEM
- A. AFT SERVICE DOOR HINGE UPPER PIVOT ARM.
- B. FORWARD AND AFT SERVICE DOOR HINGE LOWER PIVOT ARM.
- C. FORWARD SERVICE DOOR HINGE UPPER PIVOT ARM.
- D. FORWARD AND AFT SERVICE DOOR HOLD-OPEN MECHANISM.
- E. FORWARD AND AFT SERVICE DOOR ARTICULATING HINGE CONTROL LINK.
- F. FORWARD AND AFT SERVICE DOOR SLIDE TUBE.
- G. DOOR LIFT CABLES AT PULLEYS AND PRESSURE SEALS.
- H. DOOR LIFT CABLES.

Service Door Hinge, Hold-Open Device, Slide
Tube and Door Lift Cable Lubrication
Figure 204



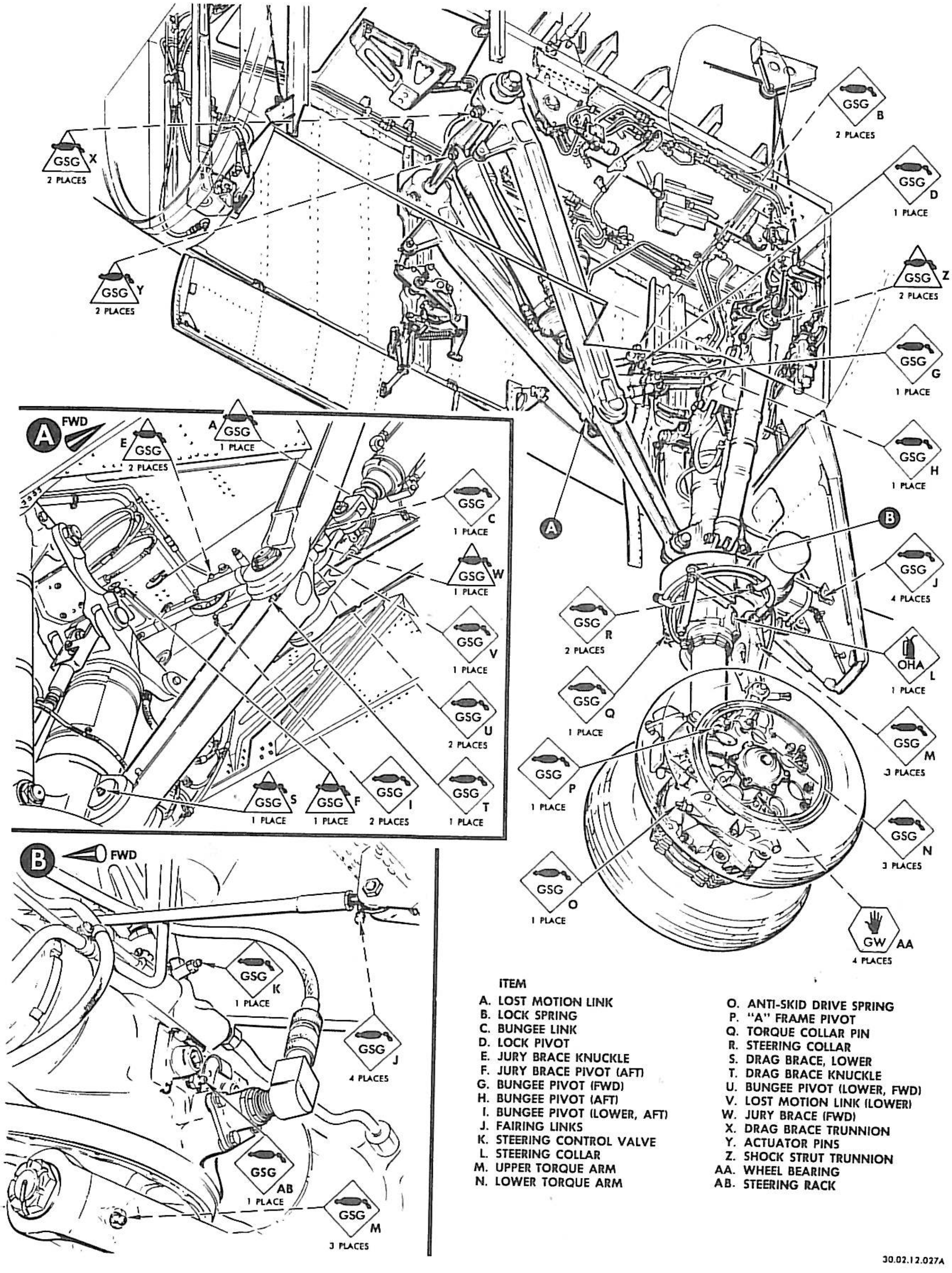
NOTE
ILLUSTRATION IS TYPICAL OF BOTH FWD AND AFT COMPARTMENTS. ZIPPERED PANEL TYPICAL FOR CEILING AND BULKHEAD PANELS IN BOTH COMPARTMENTS.

ZIPPER LUBRICATION
LUBRICATE ZIPPER SEAL WITH MIL-L-4343A SILICON GREASE OR EQUIVALENT.
RUB BEESWAX ON CHAIN.

DECAL (TYPICAL CHAIN SIDE ONLY)

ALL ZIPPERS
(TYPICAL IN FWD AND AFT CARGO COMPARTMENTS)

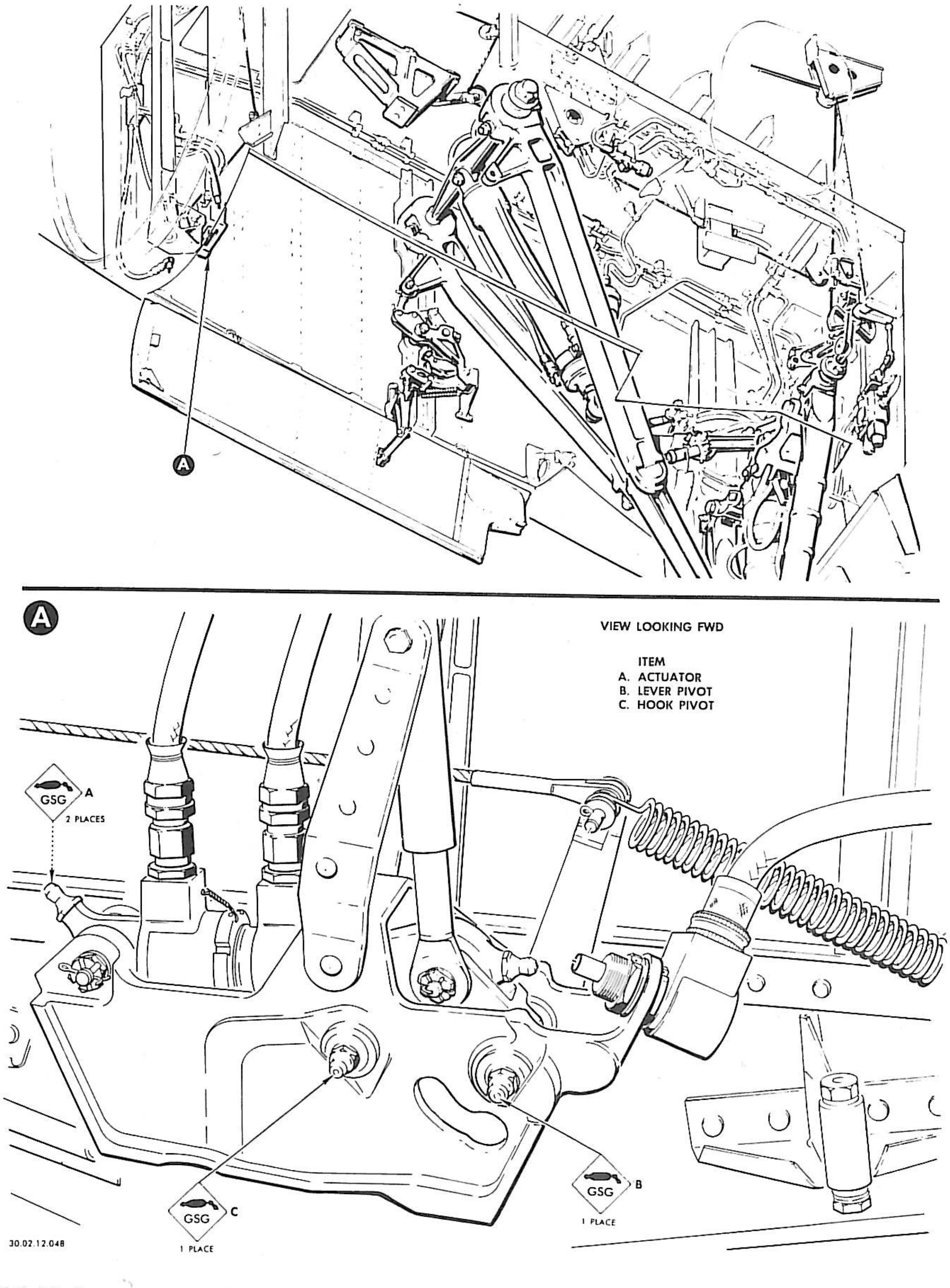
Forward and Aft Cargo Compartment
Zipper Panels Lubrication
Figure 205


GSG X 2 PLACES
GSG Y 2 PLACES
GSG B 2 PLACES
GSG D 1 PLACE
GSG Z 2 PLACES
GSG G 1 PLACE
GSG H 1 PLACE
A
B
GSG J 4 PLACES
GSG R 2 PLACES
OHA L 1 PLACE
GSG Q 1 PLACE
GSG M 3 PLACES
GSG P 1 PLACE
GSG N 3 PLACES
GSG O 1 PLACE
GW AA 4 PLACES
A FWD
GSG E 2 PLACES
GSG A 1 PLACE
GSG C 1 PLACE
GSG W 1 PLACE
GSG V 1 PLACE
GSG U 2 PLACES
GSG S 1 PLACE
GSG F 1 PLACE
GSG I 2 PLACES
GSG T 1 PLACE
B FWD
GSG K 1 PLACE
GSG J 4 PLACES
GSG AB 1 PLACE
GSG M 3 PLACES
30.02.12.027A

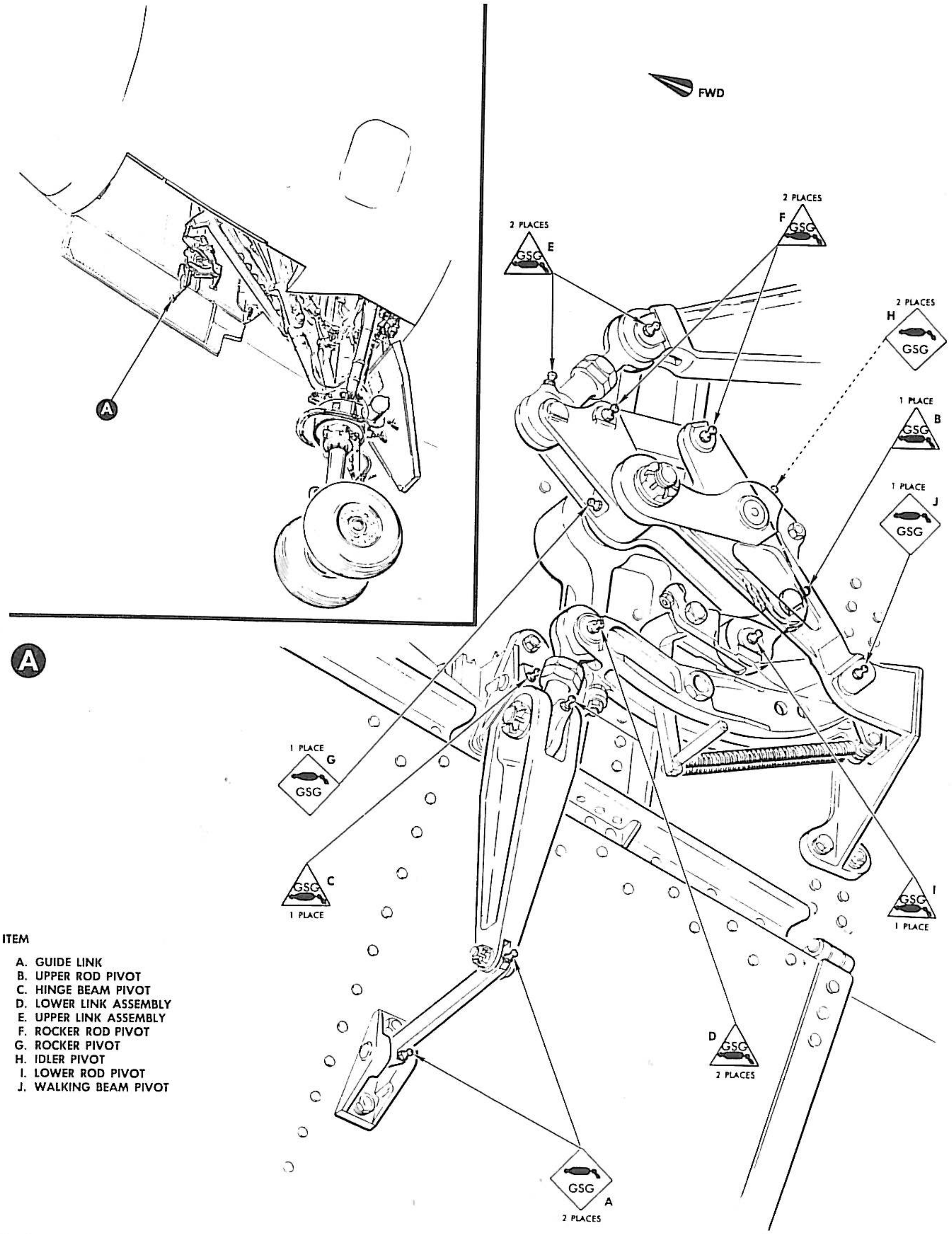
ITEM

A. LOST MOTION LINK
B. LOCK SPRING
C. BUNGEE LINK
D. LOCK PIVOT
E. JURY BRACE KNUCKLE
F. JURY BRACE PIVOT (AFT)
G. BUNGEE PIVOT (FWD)
H. BUNGEE PIVOT (AFT)
I. BUNGEE PIVOT (LOWER, AFT)
J. FAIRING LINKS
K. STEERING CONTROL VALVE
L. STEERING COLLAR
M. UPPER TORQUE ARM
N. LOWER TORQUE ARM
O. ANTI-SKID DRIVE SPRING
P. "A" FRAME PIVOT
Q. TORQUE COLLAR PIN
R. STEERING COLLAR
S. DRAG BRACE, LOWER
T. DRAG BRACE KNUCKLE
U. BUNGEE PIVOT (LOWER, FWD)
V. LOST MOTION LINK (LOWER)
W. JURY BRACE (FWD)
X. DRAG BRACE TRUNNION
Y. ACTUATOR PINS
Z. SHOCK STRUT TRUNNION
AA. WHEEL BEARING
AB. STEERING RACK

Nose Landing Gear Lubrication
Figure 206


A
A
VIEW LOOKING FWD
ITEM
A. ACTUATOR
B. LEVER PIVOT
C. HOOK PIVOT
GSG A
2 PLACES
GSG C
1 PLACE
GSG B
1 PLACE
30.02.12.048

Nose Landing Gear Door Uplock Lubrication
Figure 207

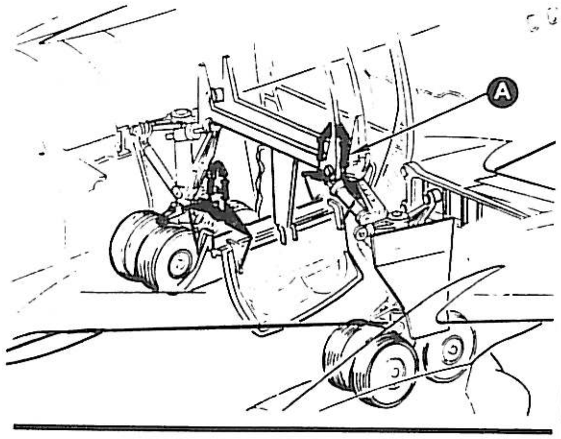

A
A
FWD
2 PLACES
E
GSG
2 PLACES
F
GSG
2 PLACES
H
GSG
1 PLACE
B
GSG
1 PLACE
J
GSG
1 PLACE
G
GSG
C
GSG
1 PLACE
I
GSG
1 PLACE
D
GSG
2 PLACES
GSG
A
2 PLACES

ITEM

A. GUIDE LINK
B. UPPER ROD PIVOT
C. HINGE BEAM PIVOT
D. LOWER LINK ASSEMBLY
E. UPPER LINK ASSEMBLY
F. ROCKER ROD PIVOT
G. ROCKER PIVOT
H. IDLER PIVOT
I. LOWER ROD PIVOT
J. WALKING BEAM PIVOT

30.02.12.028

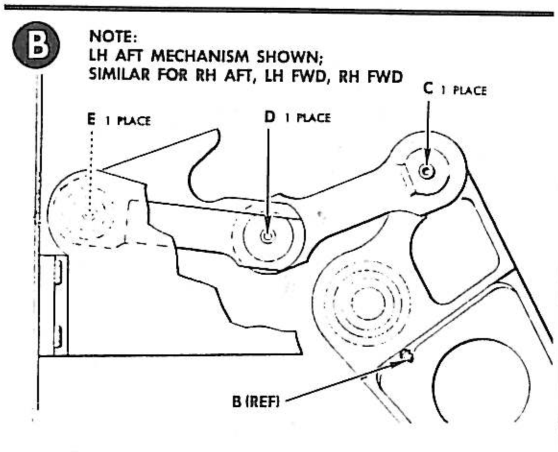
Nose Landing Gear Door
Mechanism Lubrication
Figure 208



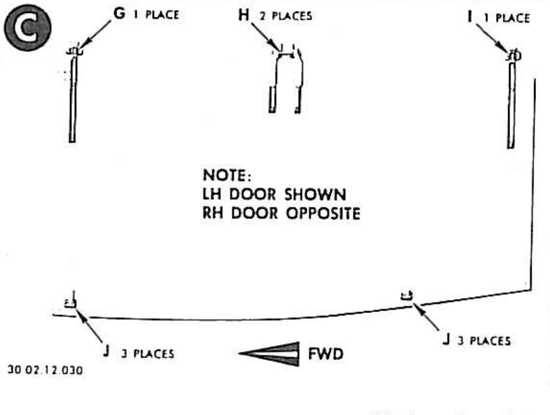
ITEM
A. LINK ASSEMBLY
B. ACTUATING LEVER
C. TOGGLE BOLT
D. TOGGLE BOLT
E. TOGGLE PIVOT BOLT
F. ACTUATOR PIVOT
G. FORWARD HINGE BOLT
H. CENTER HINGE SUPPORT
I. AFT HINGE BOLT
J. DOOR UPLOCK ROLLERS

GSG

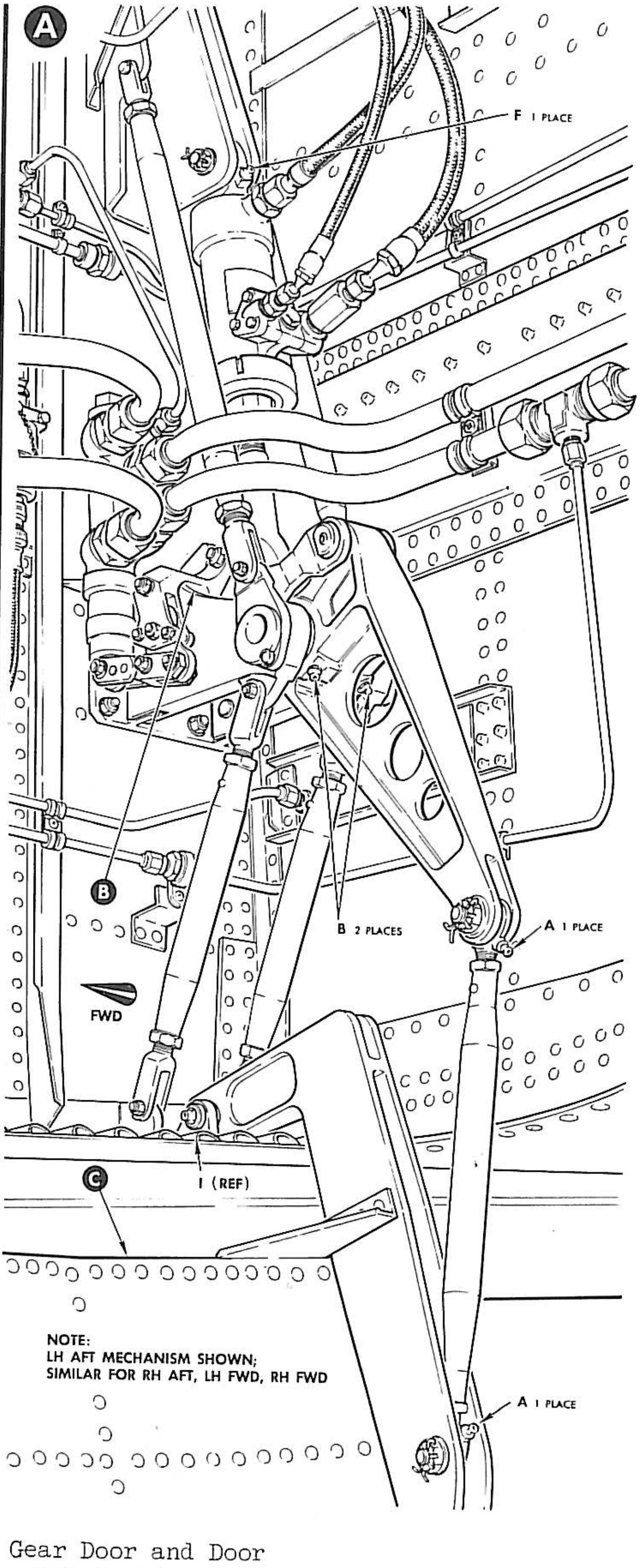
FOR ALL ITEMS
RH AND LH DOORS


B
E 1 PLACE
D 1 PLACE
C 1 PLACE
B (REF)

NOTE:
LH AFT MECHANISM SHOWN;
SIMILAR FOR RH AFT, LH FWD, RH FWD

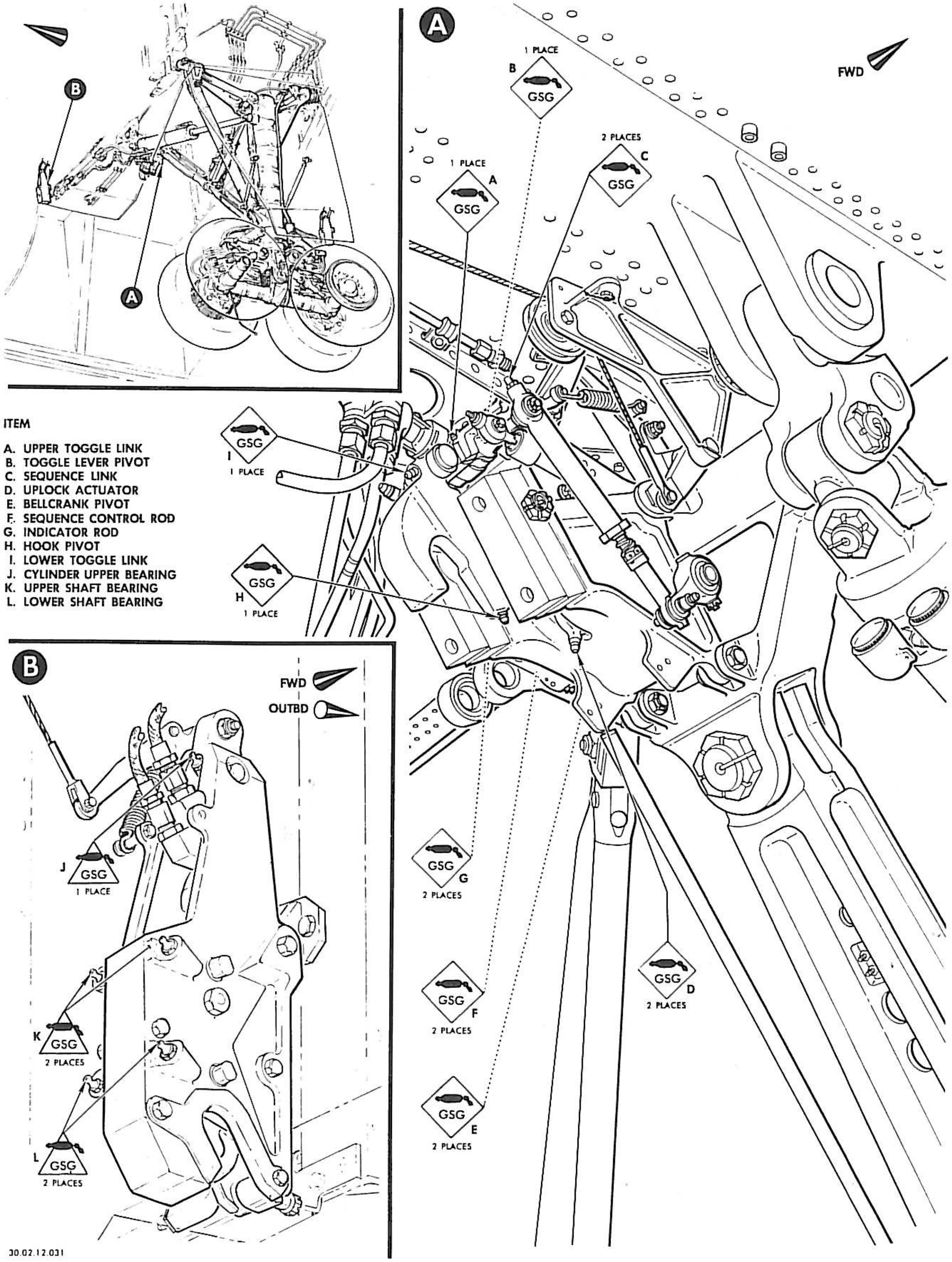

C
G 1 PLACE
H 2 PLACES
I 1 PLACE
J 3 PLACES
FWD
J 3 PLACES
30 02 12 030

NOTE:
LH DOOR SHOWN
RH DOOR OPPOSITE


A
F 1 PLACE
B
B 2 PLACES
A 1 PLACE
FWD
I (REF)
C
A 1 PLACE

NOTE:
LH AFT MECHANISM SHOWN;
SIMILAR FOR RH AFT, LH FWD, RH FWD

Main Landing Gear Door and Door
Mechanism Lubrication
Figure 210

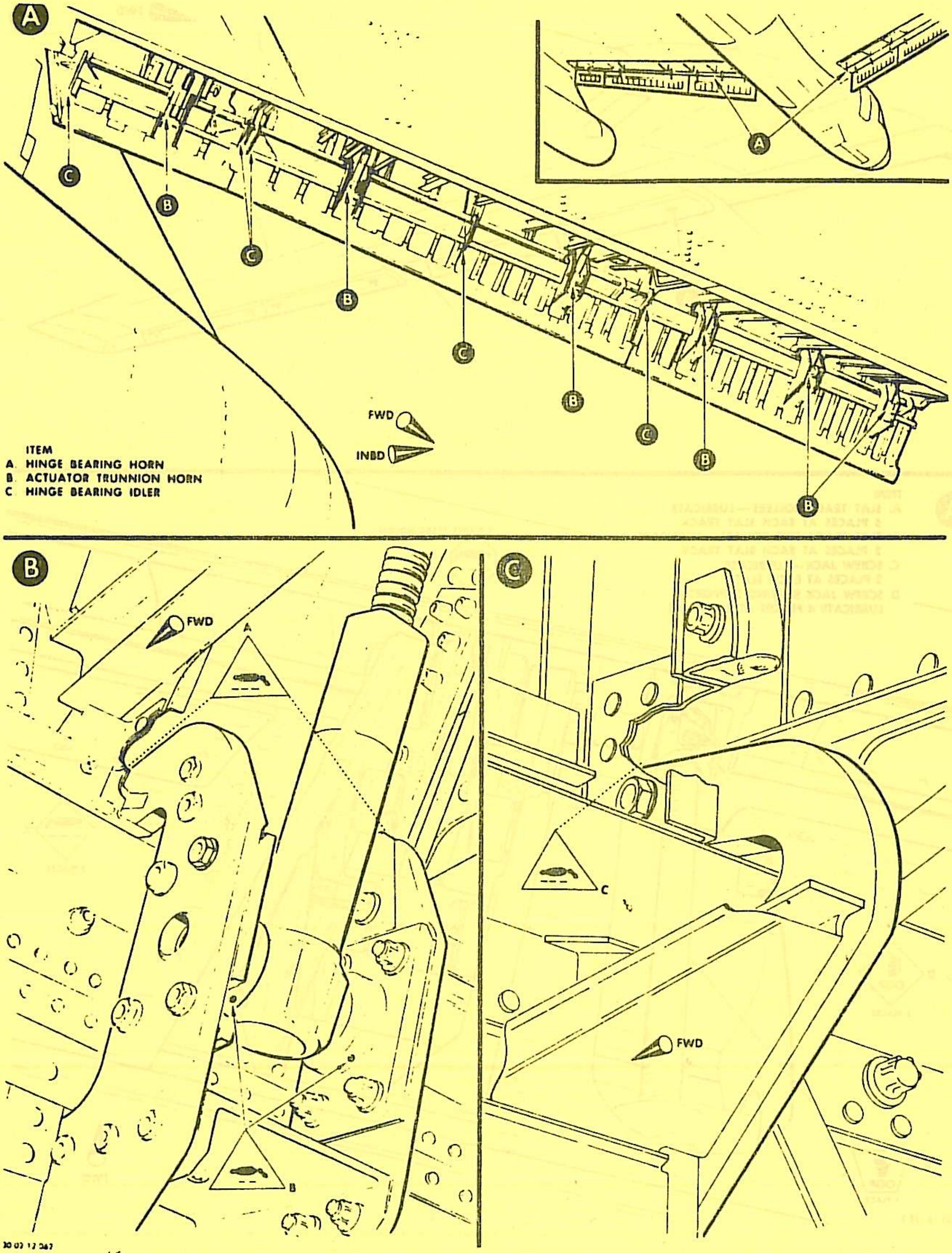

A
B
FWD
OUTBD
B
1 PLACE
GSG
A
1 PLACE
GSG
C
2 PLACES
GSG
I
GSG
1 PLACE
H
GSG
1 PLACE
G
GSG
2 PLACES
F
GSG
2 PLACES
E
GSG
2 PLACES
D
GSG
2 PLACES
J
GSG
1 PLACE
K
GSG
2 PLACES
L
GSG
2 PLACES
30.02.12.031

ITEM

A. UPPER TOGGLE LINK
B. TOGGLE LEVER PIVOT
C. SEQUENCE LINK
D. UPLOCK ACTUATOR
E. BELLCRANK PIVOT
F. SEQUENCE CONTROL ROD
G. INDICATOR ROD
H. HOOK PIVOT
I. LOWER TOGGLE LINK
J. CYLINDER UPPER BEARING
K. UPPER SHAFT BEARING
L. LOWER SHAFT BEARING

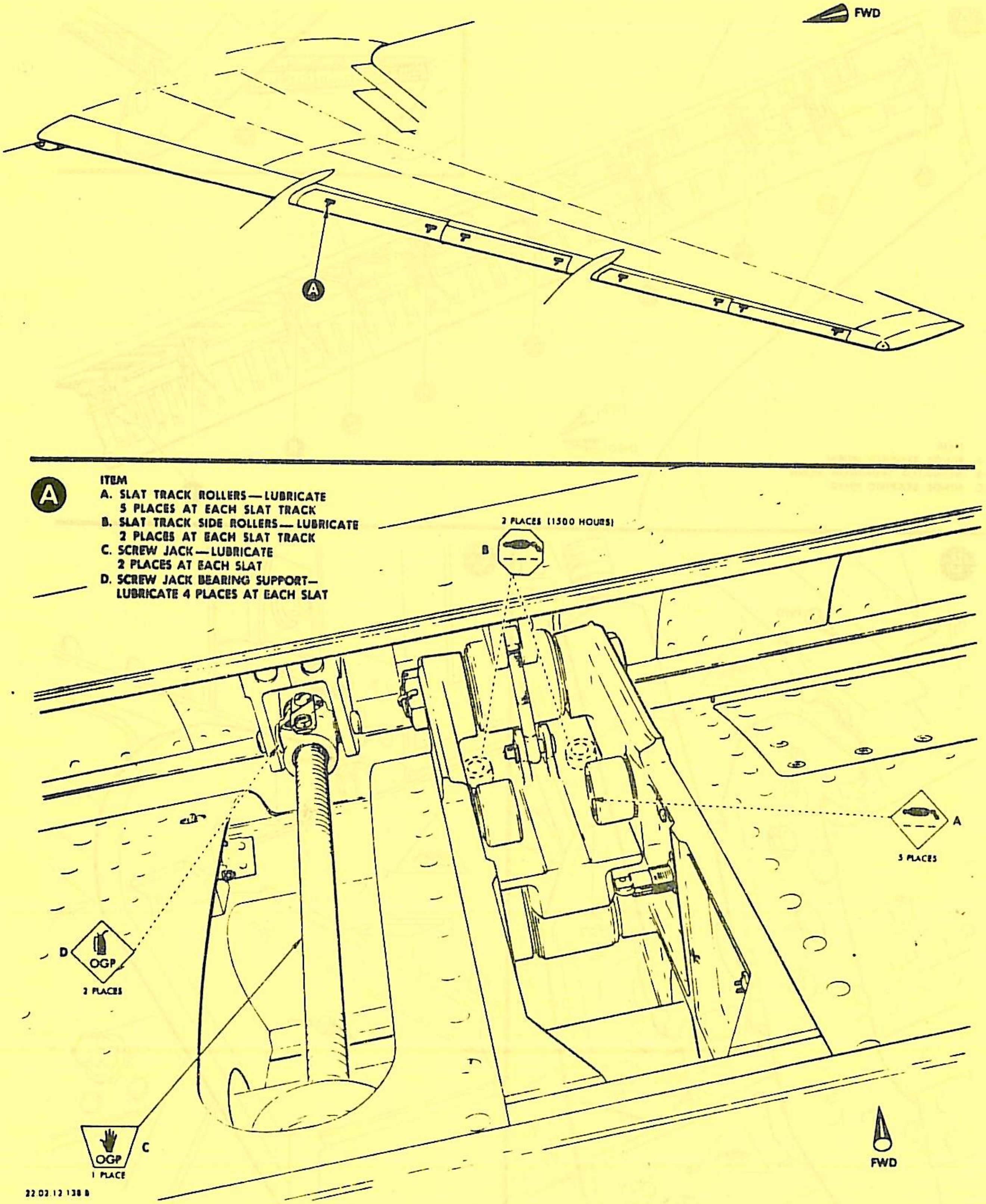
Main Landing Gear Uplock and Door Uplock
Mechanism Lubrication
Figure 211

TEMPORARY REVISION NO. 12-20.


A
A
C
B
C
B
C
B
C
B
B
FWD
INBD
ITEM
A. HINGE BEARING HORN
B. ACTUATOR TRUNNION HORN
C. HINGE BEARING IDLER
B
FWD
A
B
C
FWD
C
30 02 12 067

Wing Leading Edge Flap Hinge
and Actuator Lubrication
Figure 213A

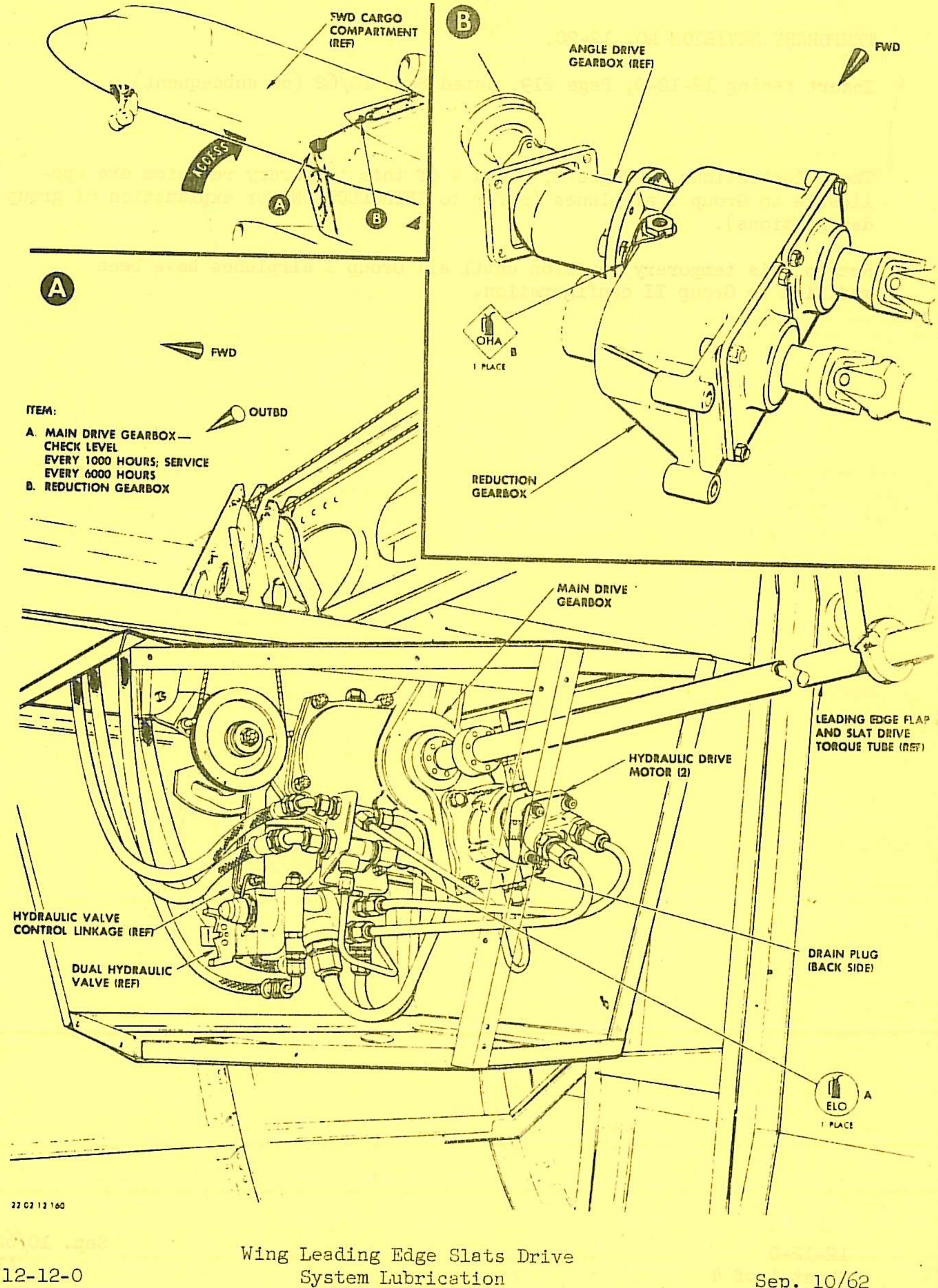
TEMPORARY REVISION NO. 12-20.


FWD
A
2 PLACES (1500 HOURS)
B
A
5 PLACES
D
OGP
2 PLACES
C
OGP
1 PLACE
FWD
22 03 12 138 B

ITEM
- A. SLAT TRACK ROLLERS—LUBRICATE 5 PLACES AT EACH SLAT TRACK
- B. SLAT TRACK SIDE ROLLERS—LUBRICATE 2 PLACES AT EACH SLAT TRACK
- C. SCREW JACK—LUBRICATE 2 PLACES AT EACH SLAT
- D. SCREW JACK BEARING SUPPORT—LUBRICATE 4 PLACES AT EACH SLAT

Wing Leading Edge Slats Carriage Rollers,
Screw Jack and Screw Jack Bearing Lubrication
Figure 213

TEMPORARY REVISION NO. 12-20.


FWD CARGO
COMPARTMENT
(REF)
ACCESS
A
B
A
FWD
ITEM:
A. MAIN DRIVE GEARBOX—
CHECK LEVEL
EVERY 1000 HOURS; SERVICE
EVERY 6000 HOURS
B. REDUCTION GEARBOX
OUTBD
B
ANGLE DRIVE
GEARBOX (REF)
FWD
OHA
B
1 PLACE
REDUCTION
GEARBOX
MAIN DRIVE
GEARBOX
LEADING EDGE FLAP
AND SLAT DRIVE
TORQUE TUBE (REF)
HYDRAULIC DRIVE
MOTOR (2)
HYDRAULIC VALVE
CONTROL LINKAGE (REF)
DUAL HYDRAULIC
VALVE (REF)
DRAIN PLUG
(BACK SIDE)
ELO
A
1 PLACE
22 02 12 160

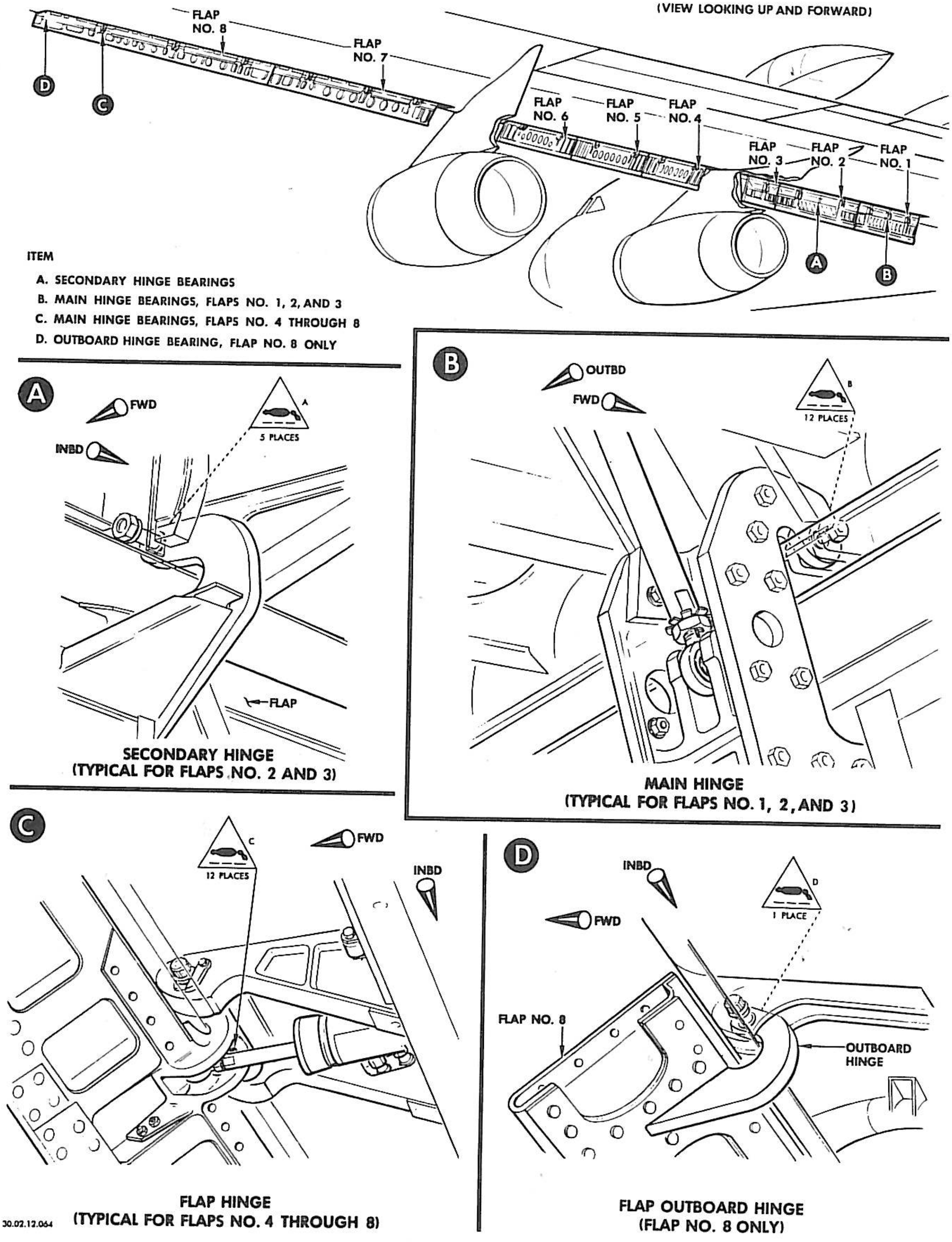
Wing Leading Edge Slats Drive
System Lubrication
Figure 212

TEMPORARY REVISION NO. 12-20.

Insert facing 12-12-0, Page 219, dated Sep. 10/62 (or subsequent).

The illustrations on Pages 2, 3 and 4 of this temporary revision are applicable to Group I airplanes (refer to INTRODUCTION for explanation of group designations).

Retain this temporary revision until all Group I airplanes have been modified to Group II configuration.

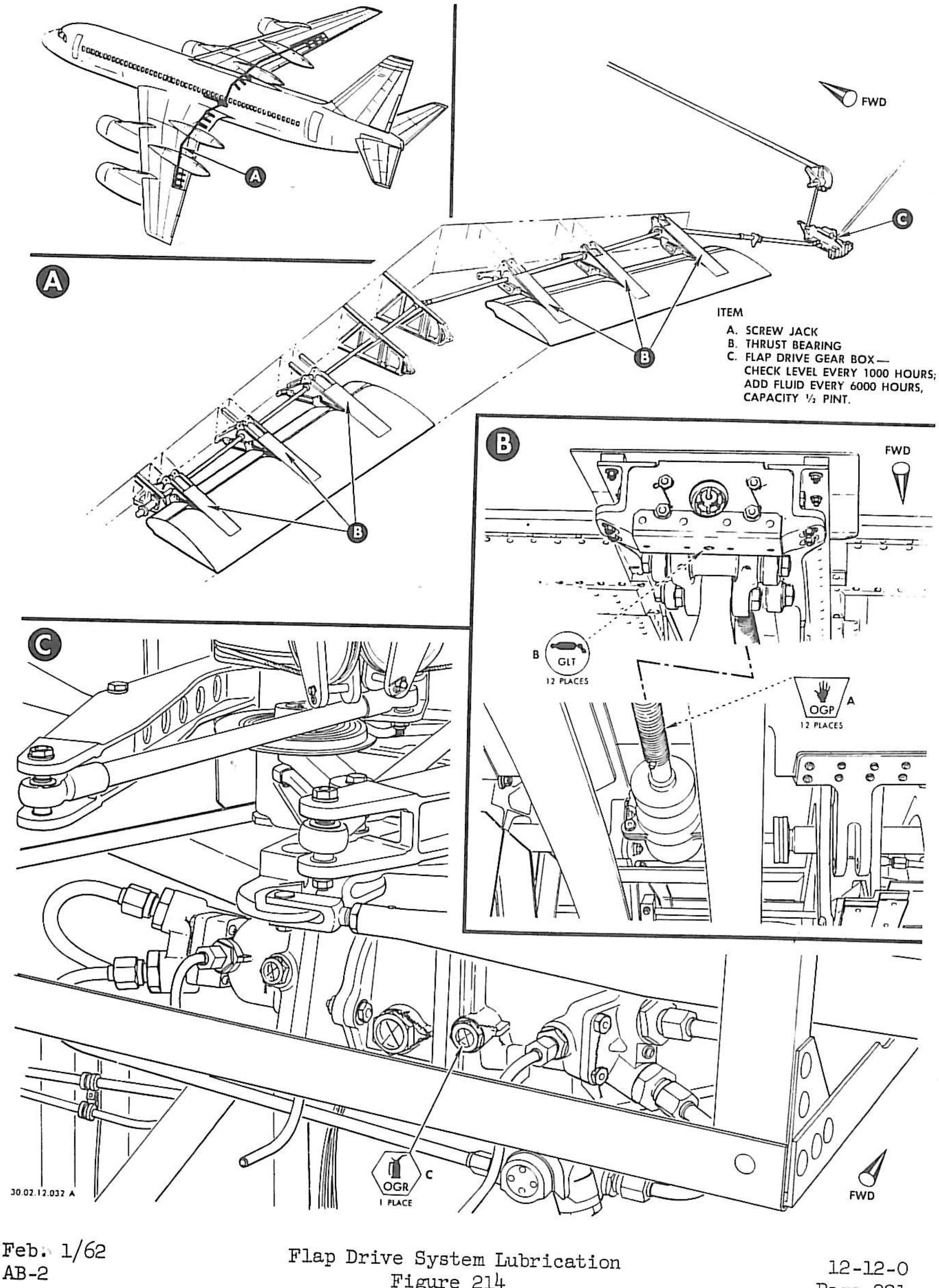


(VIEW LOOKING UP AND FORWARD)
FLAP NO. 8
FLAP NO. 7
FLAP NO. 6
FLAP NO. 5
FLAP NO. 4
FLAP NO. 3
FLAP NO. 2
FLAP NO. 1
D
C
A
B
A
FWD
INBD
A
5 PLACES
FLAP
SECONDARY HINGE
(TYPICAL FOR FLAPS NO. 2 AND 3)
B
OUTBD
FWD
B
12 PLACES
MAIN HINGE
(TYPICAL FOR FLAPS NO. 1, 2, AND 3)
C
C
12 PLACES
FWD
INBD
FLAP HINGE
(TYPICAL FOR FLAPS NO. 4 THROUGH 8)
30.02.12.064
D
INBD
FWD
D
1 PLACE
FLAP NO. 8
OUTBOARD HINGE
FLAP OUTBOARD HINGE
(FLAP NO. 8 ONLY)

ITEM

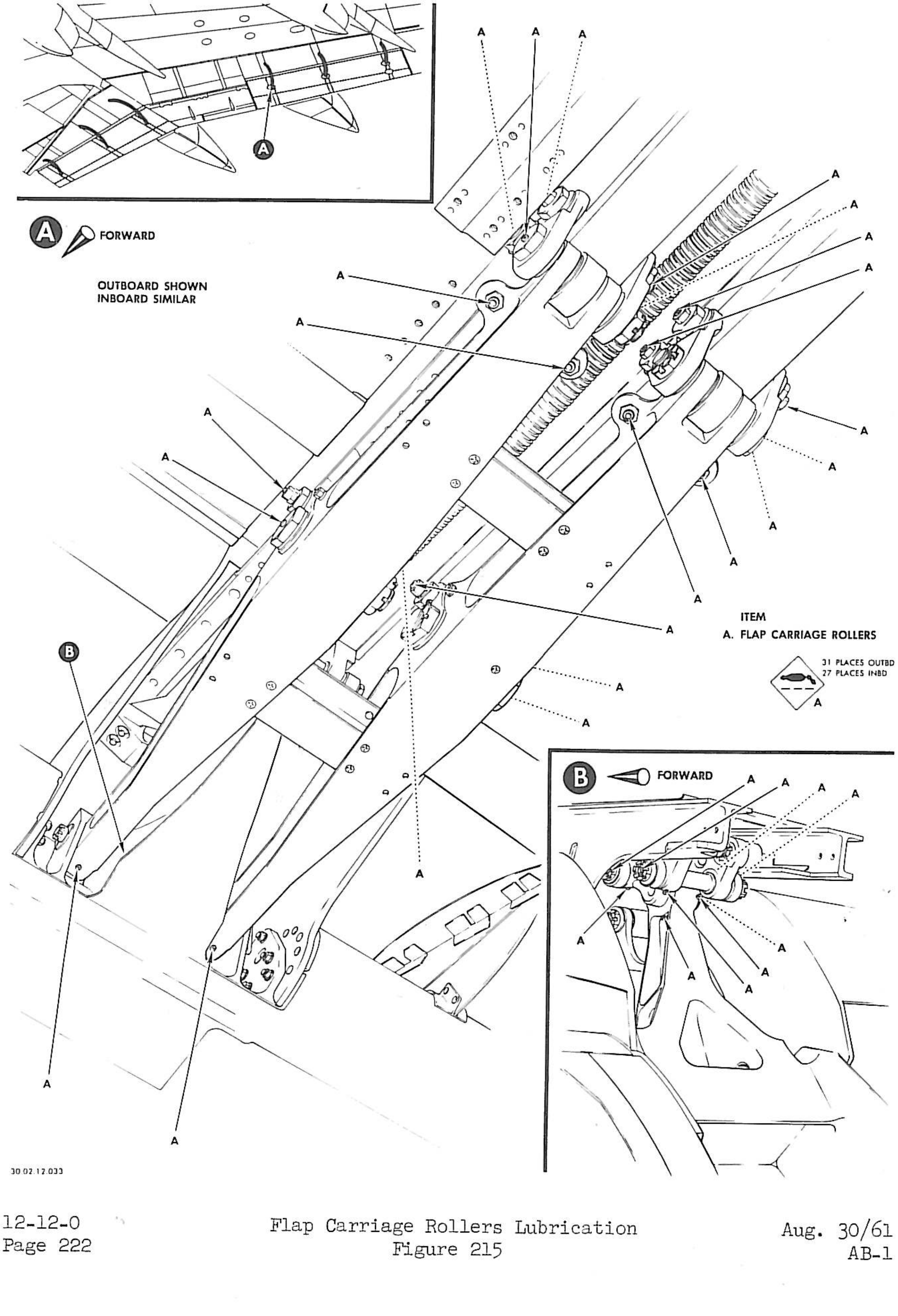
A. SECONDARY HINGE BEARINGS
B. MAIN HINGE BEARINGS, FLAPS NO. 1, 2, AND 3
C. MAIN HINGE BEARINGS, FLAPS NO. 4 THROUGH 8
D. OUTBOARD HINGE BEARING, FLAP NO. 8 ONLY

Wing Leading Edge Flap Hinge Lubrication
Figure 212

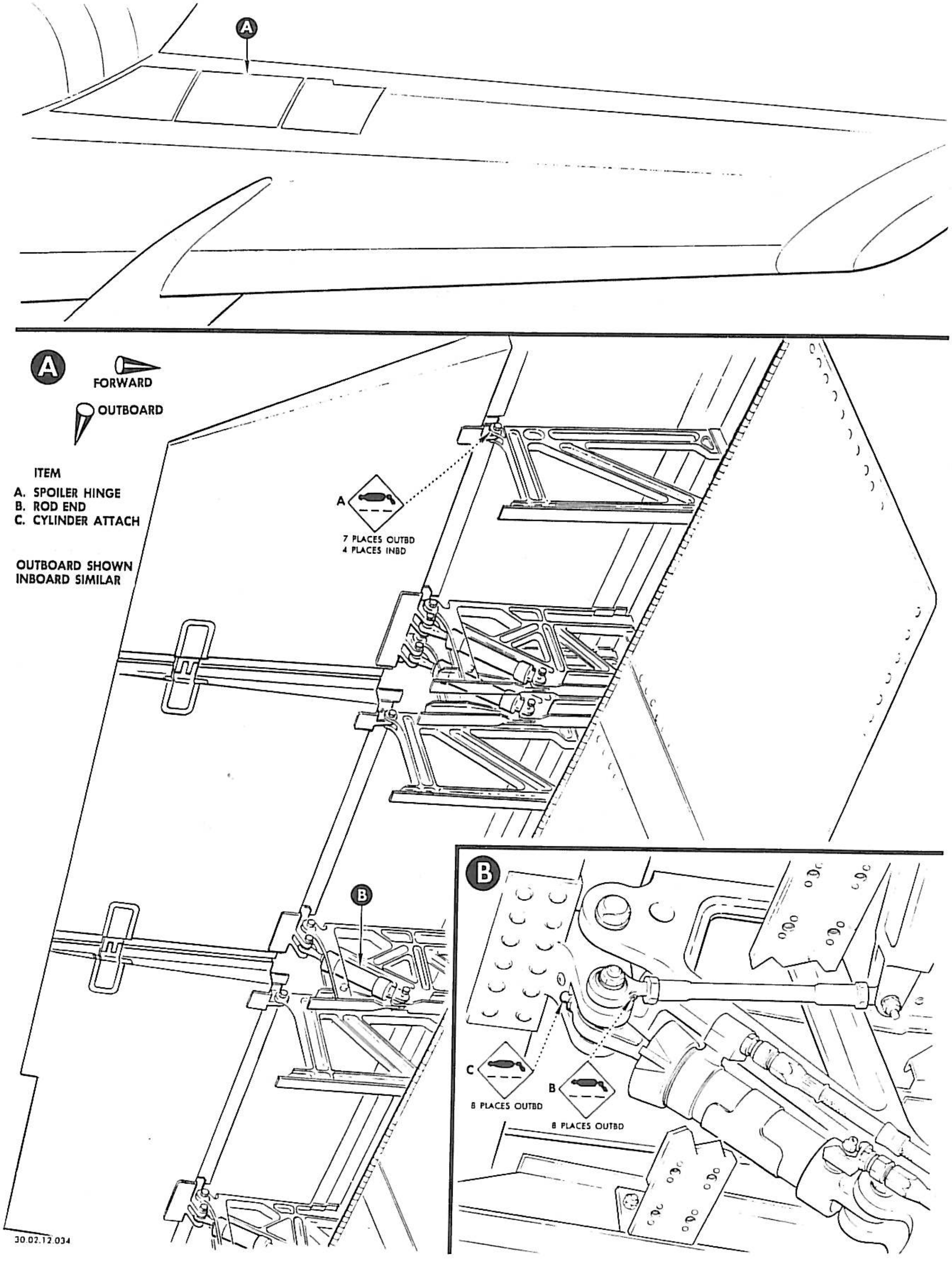

A
A
B
B
C
C
FWD
FWD
B
GLT
12 PLACES
OGP
A
12 PLACES
FWD
OGR
C
1 PLACE
FWD
30.02.12.032 A

ITEM
- A. SCREW JACK
- B. THRUST BEARING
- C. FLAP DRIVE GEAR BOX— CHECK LEVEL EVERY 1000 HOURS; ADD FLUID EVERY 6000 HOURS, CAPACITY ½ PINT.

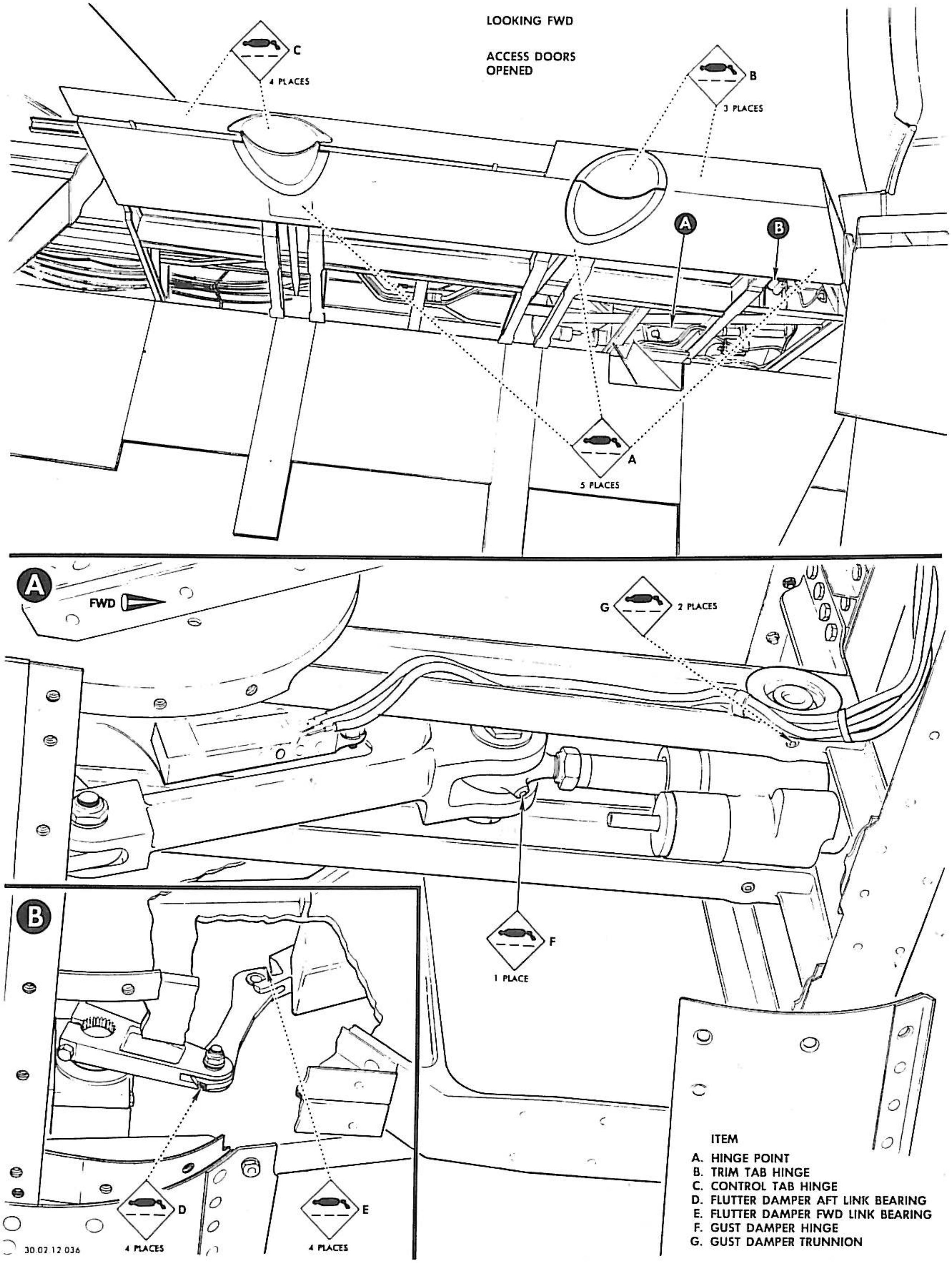
Flap Drive System Lubrication
Figure 214


A
FORWARD
OUTBOARD SHOWN
INBOARD SIMILAR
A
B
ITEM
A. FLAP CARRIAGE ROLLERS
31 PLACES OUTBD
27 PLACES INBD
B
FORWARD
30.02.12.033

Flap Carriage Rollers Lubrication
Figure 215

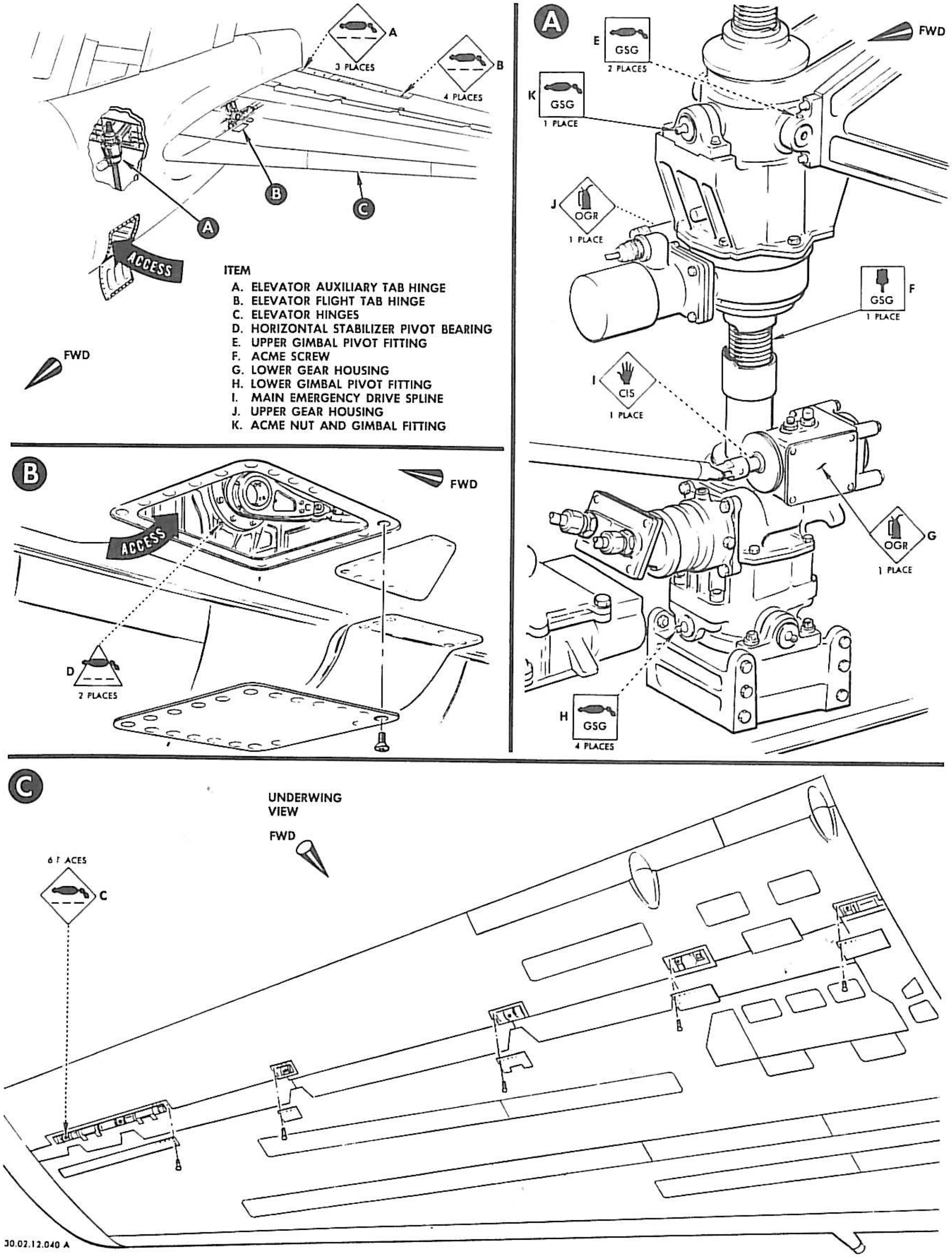

A
A
FORWARD
OUTBOARD
ITEM
A. SPOILER HINGE
B. ROD END
C. CYLINDER ATTACH
OUTBOARD SHOWN
INBOARD SIMILAR
A
7 PLACES OUTBD
4 PLACES INBD
B
B
C
8 PLACES OUTBD
B
8 PLACES OUTBD
30.02.12.034

Spoiler Hinge and Actuator
Cylinder Lubrication
Figure 216

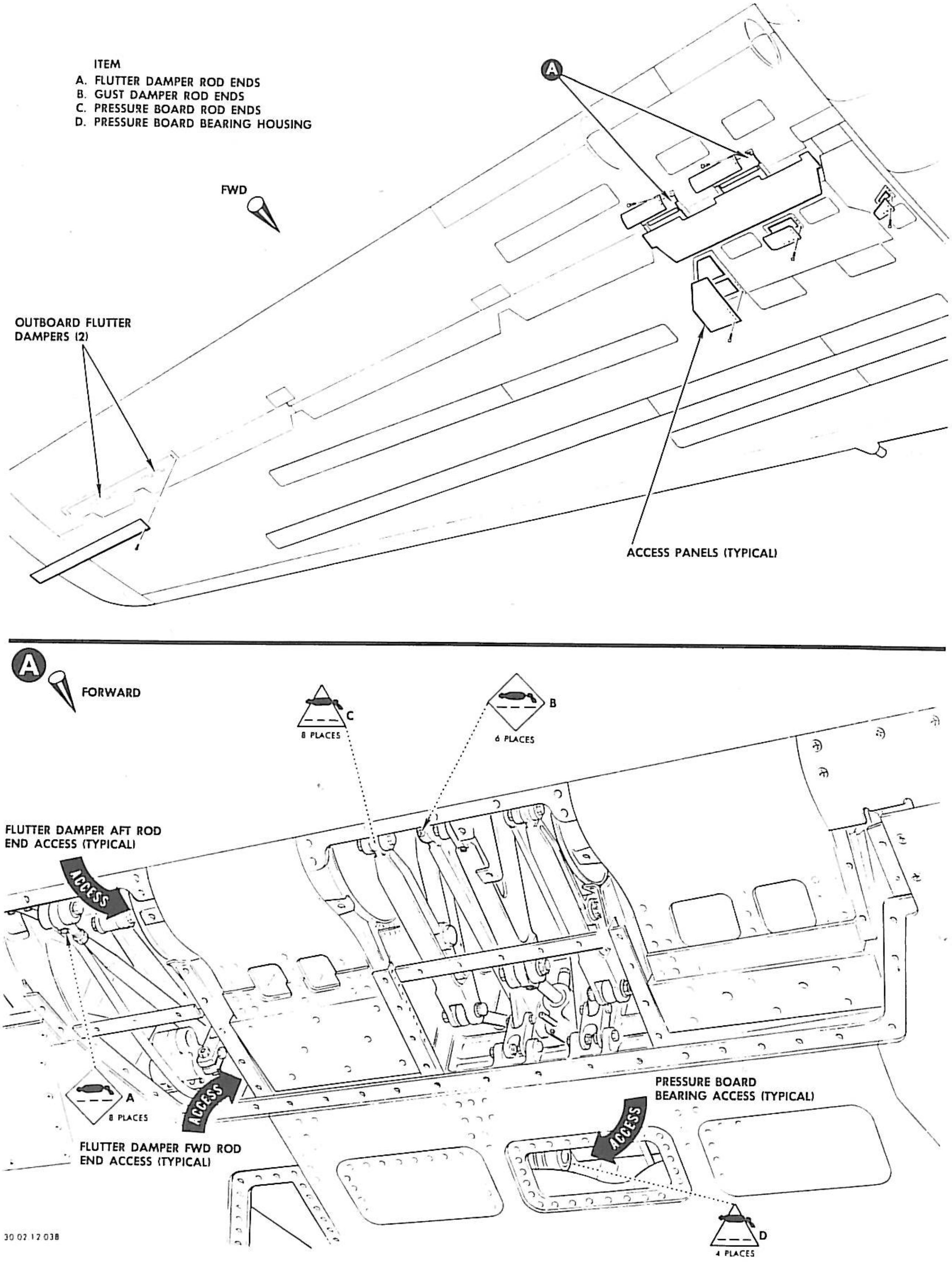

LOOKING FWD
ACCESS DOORS OPENED
C
4 PLACES
B
3 PLACES
A
B
A
5 PLACES
A
FWD
G
2 PLACES
F
1 PLACE
B
D
4 PLACES
E
4 PLACES
30.07.12.036

ITEM
A. HINGE POINT
B. TRIM TAB HINGE
C. CONTROL TAB HINGE
D. FLUTTER DAMPER AFT LINK BEARING
E. FLUTTER DAMPER FWD LINK BEARING
F. GUST DAMPER HINGE
G. GUST DAMPER TRUNNION

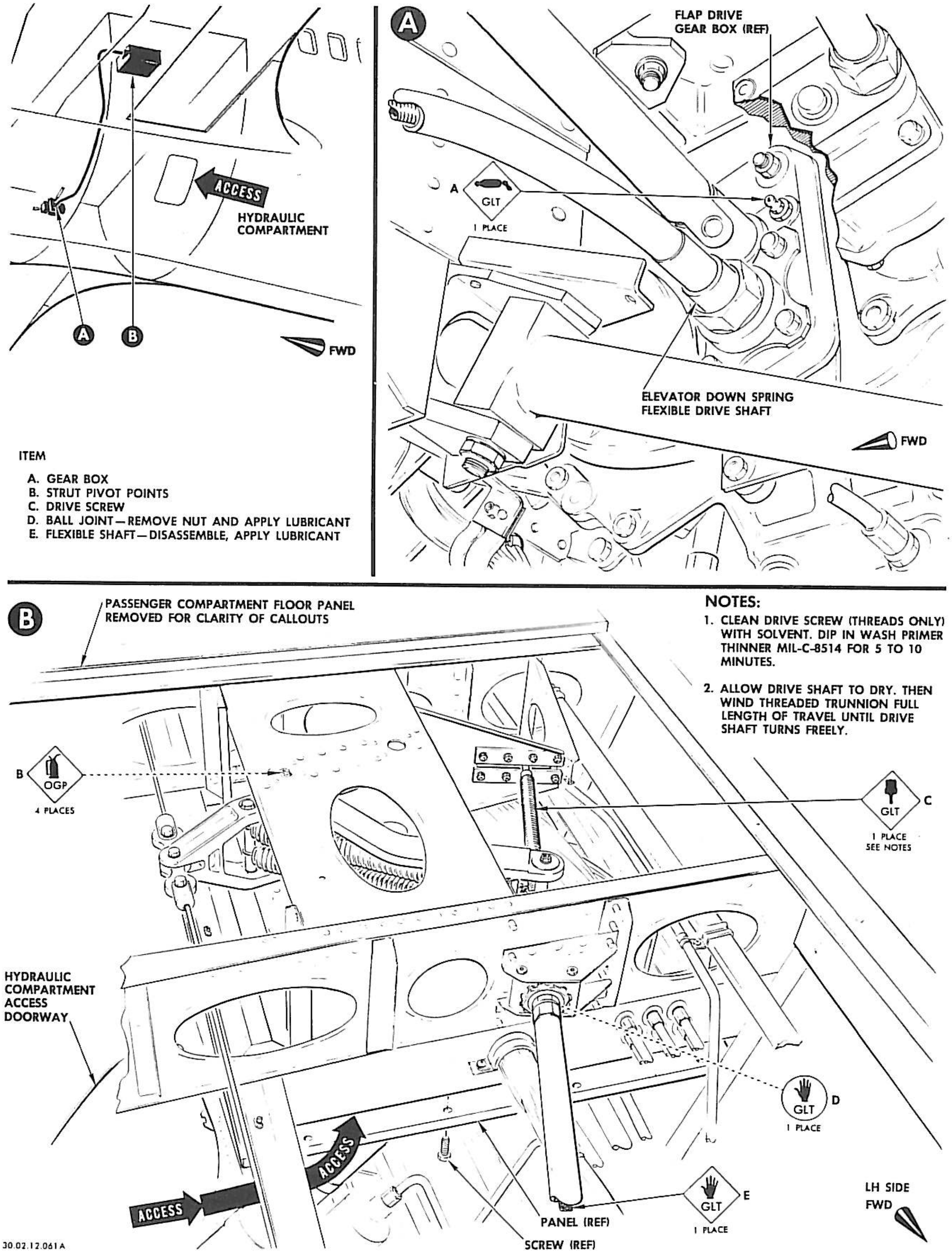
Aileron, Aileron Trim Tab, Flight Tab
Hinge and Flutter Damper Lubrication
Figure 217


A
3 PLACES
B
4 PLACES
A
B
C
ACCESS
FWD
ITEM
A. ELEVATOR AUXILIARY TAB HINGE
B. ELEVATOR FLIGHT TAB HINGE
C. ELEVATOR HINGES
D. HORIZONTAL STABILIZER PIVOT BEARING
E. UPPER GIMBAL PIVOT FITTING
F. ACME SCREW
G. LOWER GEAR HOUSING
H. LOWER GIMBAL PIVOT FITTING
I. MAIN EMERGENCY DRIVE SPLINE
J. UPPER GEAR HOUSING
K. ACME NUT AND GIMBAL FITTING
A
E
GSG
2 PLACES
FWD
K
GSG
1 PLACE
J
OGR
1 PLACE
F
GSG
1 PLACE
I
CIS
1 PLACE
G
OGR
1 PLACE
H
GSG
4 PLACES
B
FWD
ACCESS
D
2 PLACES
C
UNDERWING
VIEW
FWD
6 PLACES
C
30.02.12.040 A

Horizontal Stabilizer Hinge, Screw Jack, Elevator,
Trim Tab and Flight Tab Hinge Lubrication
Figure 218


ITEM
A. FLUTTER DAMPER ROD ENDS
B. GUST DAMPER ROD ENDS
C. PRESSURE BOARD ROD ENDS
D. PRESSURE BOARD BEARING HOUSING
A
FWD
OUTBOARD FLUTTER DAMPERS (2)
ACCESS PANELS (TYPICAL)
A
FORWARD
C
8 PLACES
B
6 PLACES
FLUTTER DAMPER AFT ROD END ACCESS (TYPICAL)
ACCESS
ACCESS
A
8 PLACES
FLUTTER DAMPER FWD ROD END ACCESS (TYPICAL)
PRESSURE BOARD BEARING ACCESS (TYPICAL)
ACCESS
D
4 PLACES
30 02 12 038

Elevator Pressure Board, Gust Damper
and Flutter Damper Lubrication
Figure 219


HYDRAULIC COMPARTMENT
ACCESS
A
B
FWD
A
FLAP DRIVE GEAR BOX (REF)
A
GLT
1 PLACE
ELEVATOR DOWN SPRING FLEXIBLE DRIVE SHAFT
FWD
B
PASSENGER COMPARTMENT FLOOR PANEL REMOVED FOR CLARITY OF CALLOUTS
B
OGP
4 PLACES
C
GLT
1 PLACE
SEE NOTES
HYDRAULIC COMPARTMENT ACCESS DOORWAY
D
GLT
1 PLACE
E
GLT
1 PLACE
ACCESS
ACCESS
PANEL (REF)
SCREW (REF)
LH SIDE
FWD
30.02.12.061A

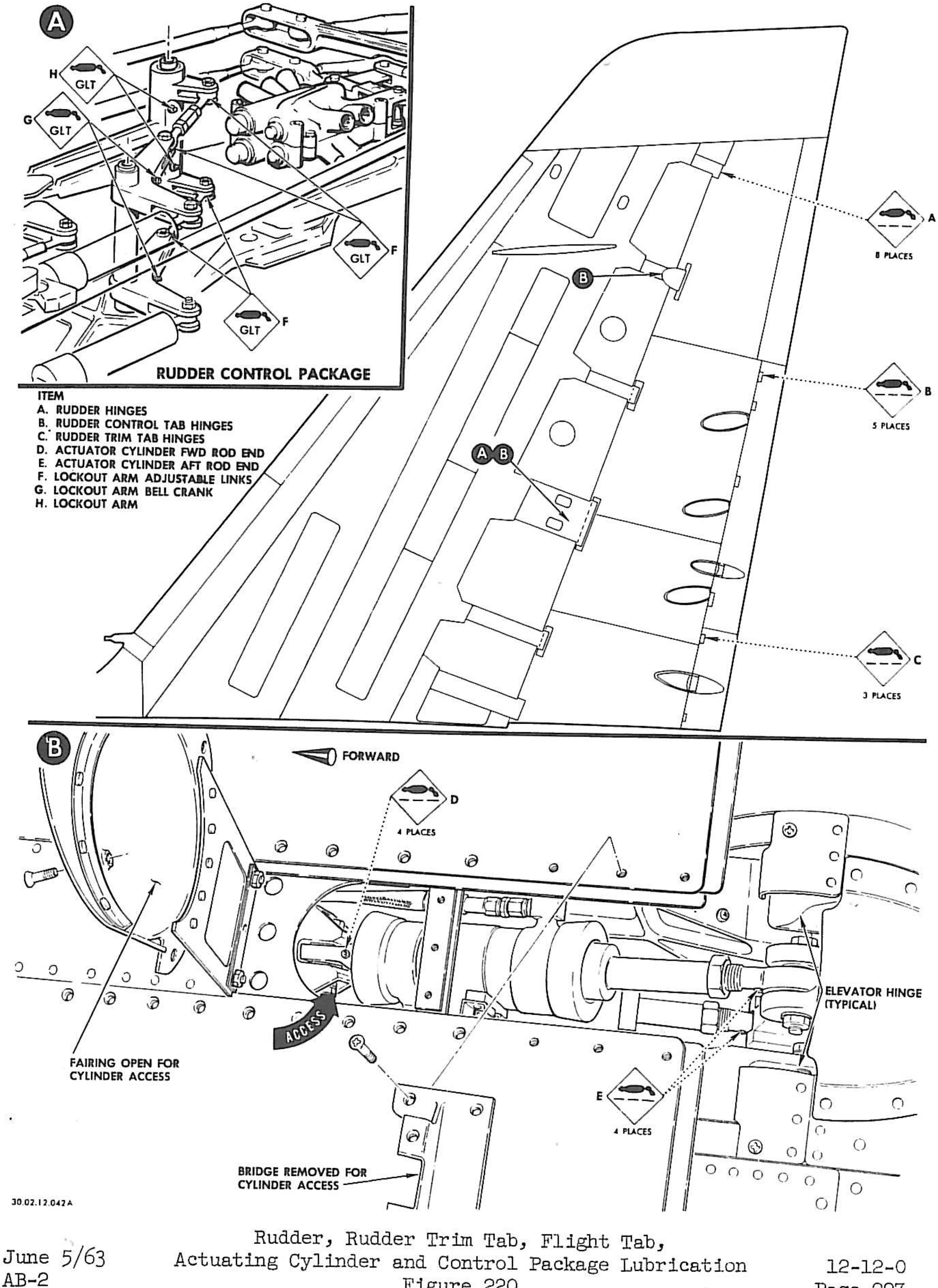
ITEM

A. GEAR BOX
B. STRUT PIVOT POINTS
C. DRIVE SCREW
D. BALL JOINT—REMOVE NUT AND APPLY LUBRICANT
E. FLEXIBLE SHAFT—DISASSEMBLE, APPLY LUBRICANT

NOTES:

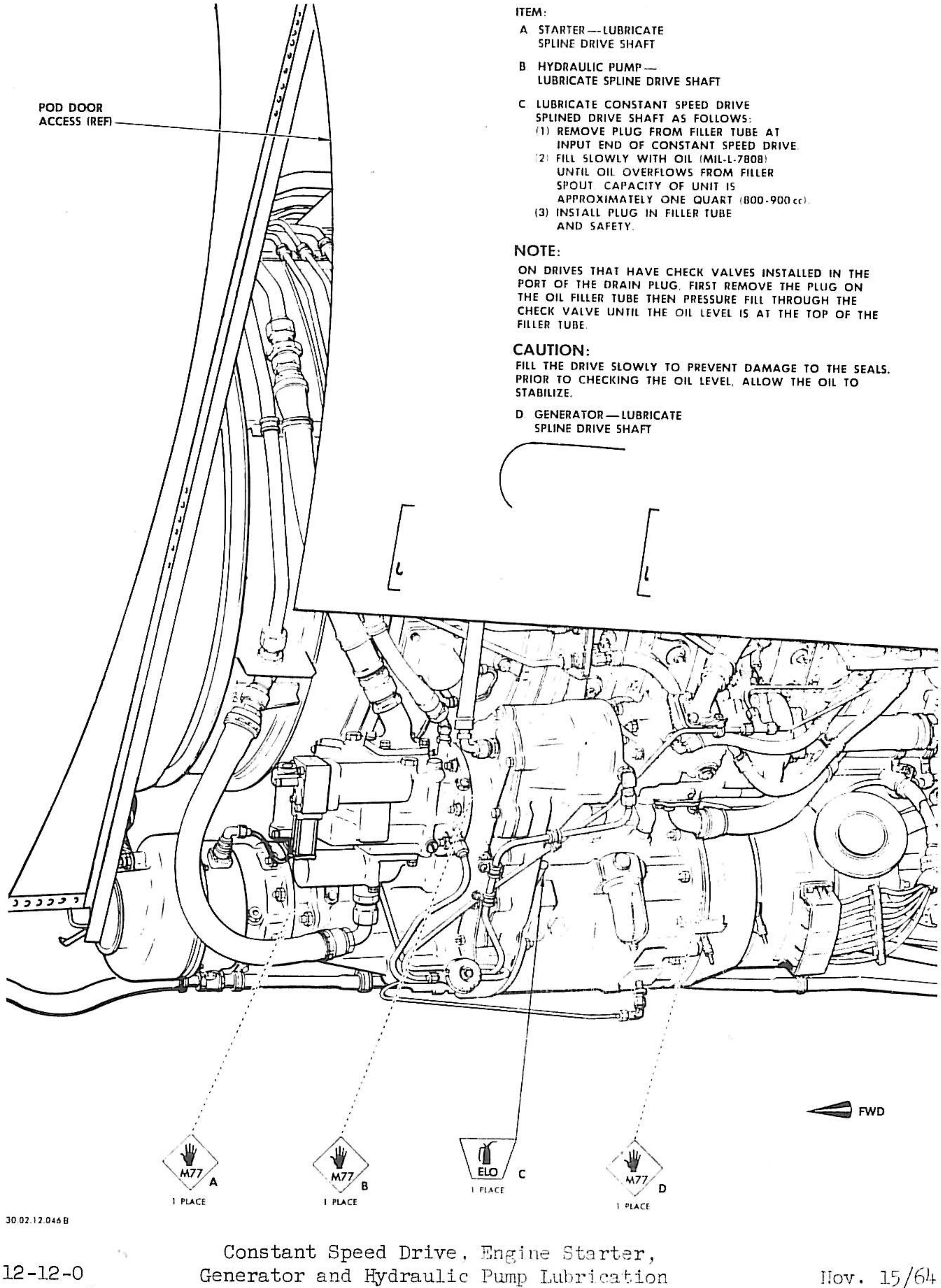
1. CLEAN DRIVE SCREW (THREADS ONLY) WITH SOLVENT. DIP IN WASH PRIMER THINNER MIL-C-8514 FOR 5 TO 10 MINUTES.
2. ALLOW DRIVE SHAFT TO DRY. THEN WIND THREADED TRUNNION FULL LENGTH OF TRAVEL UNTIL DRIVE SHAFT TURNS FREELY.

Elevator Downspring Lubrication
Figure 219A


A
H
GLT
G
GLT
GLT
F
GLT
F
RUDDER CONTROL PACKAGE
A
8 PLACES
B
B
5 PLACES
A B
C
3 PLACES
B
FORWARD
D
4 PLACES
ACCESS
ELEVATOR HINGE (TYPICAL)
FAIRING OPEN FOR CYLINDER ACCESS
E
4 PLACES
BRIDGE REMOVED FOR CYLINDER ACCESS
30.02.12.042A

ITEM
A. RUDDER HINGES
B. RUDDER CONTROL TAB HINGES
C. RUDDER TRIM TAB HINGES
D. ACTUATOR CYLINDER FWD ROD END
E. ACTUATOR CYLINDER AFT ROD END
F. LOCKOUT ARM ADJUSTABLE LINKS
G. LOCKOUT ARM BELL CRANK
H. LOCKOUT ARM

Rudder, Rudder Trim Tab, Flight Tab,
Actuating Cylinder and Control Package Lubrication
Figure 220



ITEM:

A. STARTER—LUBRICATE SPLINE DRIVE SHAFT

B. HYDRAULIC PUMP—LUBRICATE SPLINE DRIVE SHAFT

C. LUBRICATE CONSTANT SPEED DRIVE SPLINED DRIVE SHAFT AS FOLLOWS:
  (1) REMOVE PLUG FROM FILLER TUBE AT INPUT END OF CONSTANT SPEED DRIVE.
  (2) FILL SLOWLY WITH OIL (MIL-L-7808) UNTIL OIL OVERFLOWS FROM FILLER SPOUT. CAPACITY OF UNIT IS APPROXIMATELY ONE QUART (800-900 cc).
  (3) INSTALL PLUG IN FILLER TUBE AND SAFETY.

NOTE:

ON DRIVES THAT HAVE CHECK VALVES INSTALLED IN THE PORT OF THE DRAIN PLUG, FIRST REMOVE THE PLUG ON THE OIL FILLER TUBE THEN PRESSURE FILL THROUGH THE CHECK VALVE UNTIL THE OIL LEVEL IS AT THE TOP OF THE FILLER TUBE.

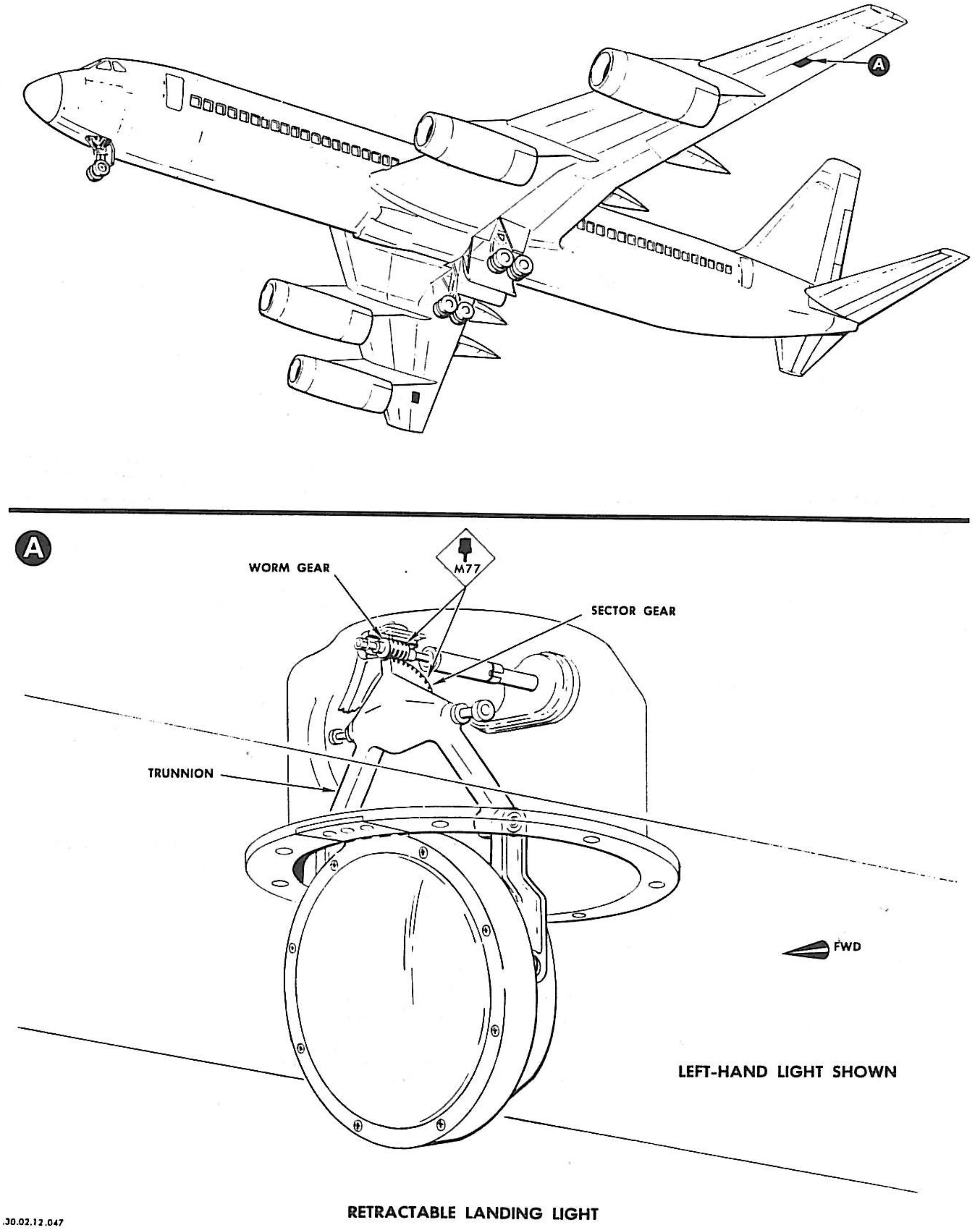
CAUTION:

FILL THE DRIVE SLOWLY TO PREVENT DAMAGE TO THE SEALS. PRIOR TO CHECKING THE OIL LEVEL, ALLOW THE OIL TO STABILIZE.

D. GENERATOR—LUBRICATE SPLINE DRIVE SHAFT

30.02.12.046 B

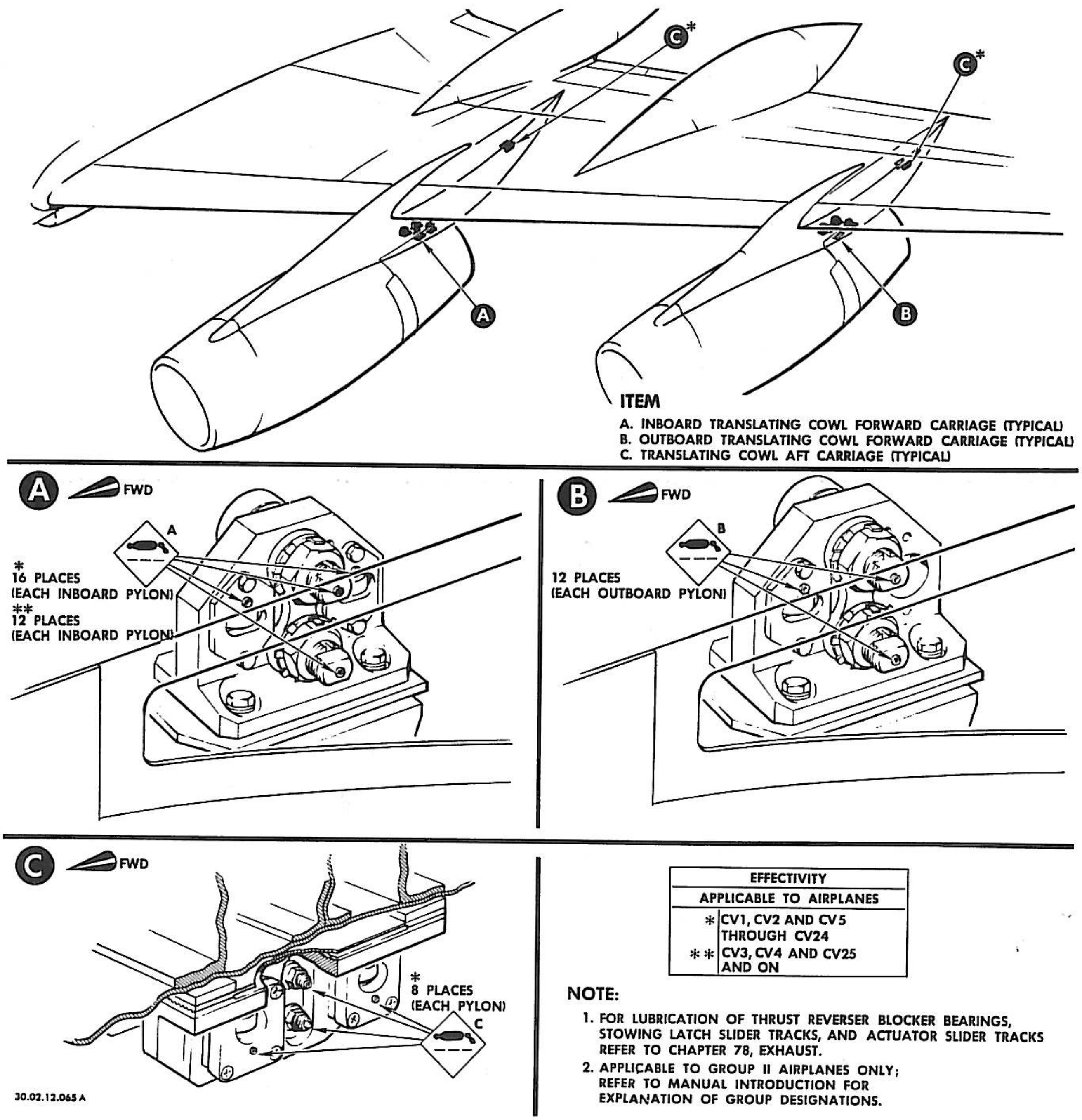
Constant Speed Drive, Engine Starter,
Generator and Hydraulic Pump Lubrication
Figure 221


A
A
WORM GEAR
M77
SECTOR GEAR
TRUNNION
FWD
LEFT-HAND LIGHT SHOWN

RETRACTABLE LANDING LIGHT

.30.02.12.047

Retractable Landing Light Lubrication
Figure 222


C*
C*
A
B
A FWD
A
*
16 PLACES
(EACH INBOARD PYLON)
**
12 PLACES
(EACH INBOARD PYLON)
B FWD
B
12 PLACES
(EACH OUTBOARD PYLON)
C FWD
*
8 PLACES
(EACH PYLON)
C
30.02.12.065 A

ITEM

A. INBOARD TRANSLATING COWL FORWARD CARRIAGE (TYPICAL)
B. OUTBOARD TRANSLATING COWL FORWARD CARRIAGE (TYPICAL)
C. TRANSLATING COWL AFT CARRIAGE (TYPICAL)

EFFECTIVITY	
APPLICABLE TO AIRPLANES	
*	CV1, CV2 AND CV5 THROUGH CV24
**	CV3, CV4 AND CV25 AND ON

NOTE:

1. FOR LUBRICATION OF THRUST REVERSER BLOCKER BEARINGS, STOWING LATCH SLIDER TRACKS, AND ACTUATOR SLIDER TRACKS REFER TO CHAPTER 78, EXHAUST.
2. APPLICABLE TO GROUP II AIRPLANES ONLY; REFER TO MANUAL INTRODUCTION FOR EXPLANATION OF GROUP DESIGNATIONS.

Translating Cowl Carriage Rollers Lubrication
Figure 223

TEMPORARY REVISION NO. 12-21.

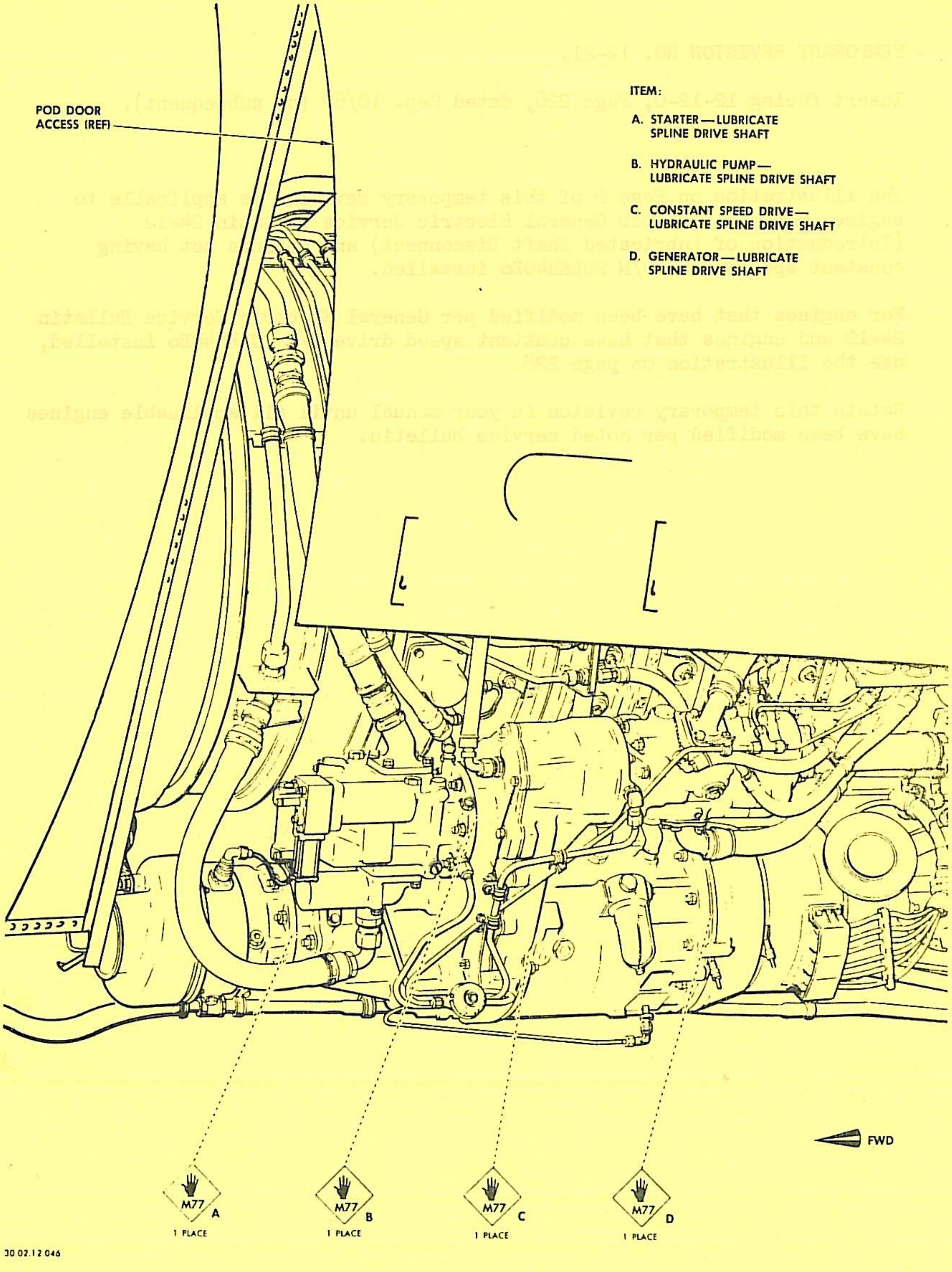
Insert facing 12-12-0, Page 228, dated Sep. 10/62 (or subsequent).

The illustration on Page 2 of this temporary revision is applicable to engines not modified per General Electric Service Bulletin 24-12 (Introduction of Lubricated Shaft Disconnect) and engines not having constant speed drive P/N 2CLKH40B6 installed.

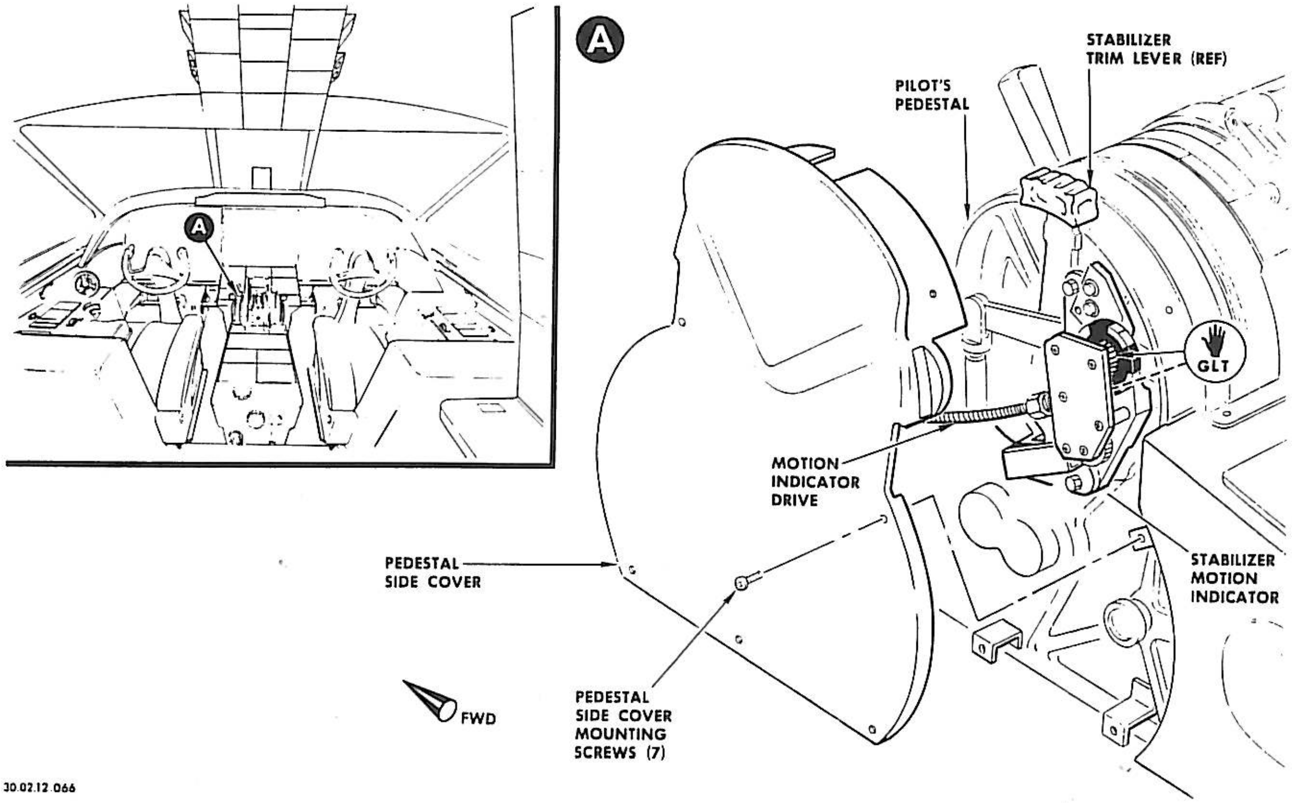
For engines that have been modified per General Electric Service Bulletin 24-12 and engines that have constant speed drive P/N 2CLKH40B6 installed, use the illustration on page 228.

Retain this temporary revision in your manual until all applicable engines have been modified per noted service bulletin.

TEMPORARY REVISION NO. 12-21.

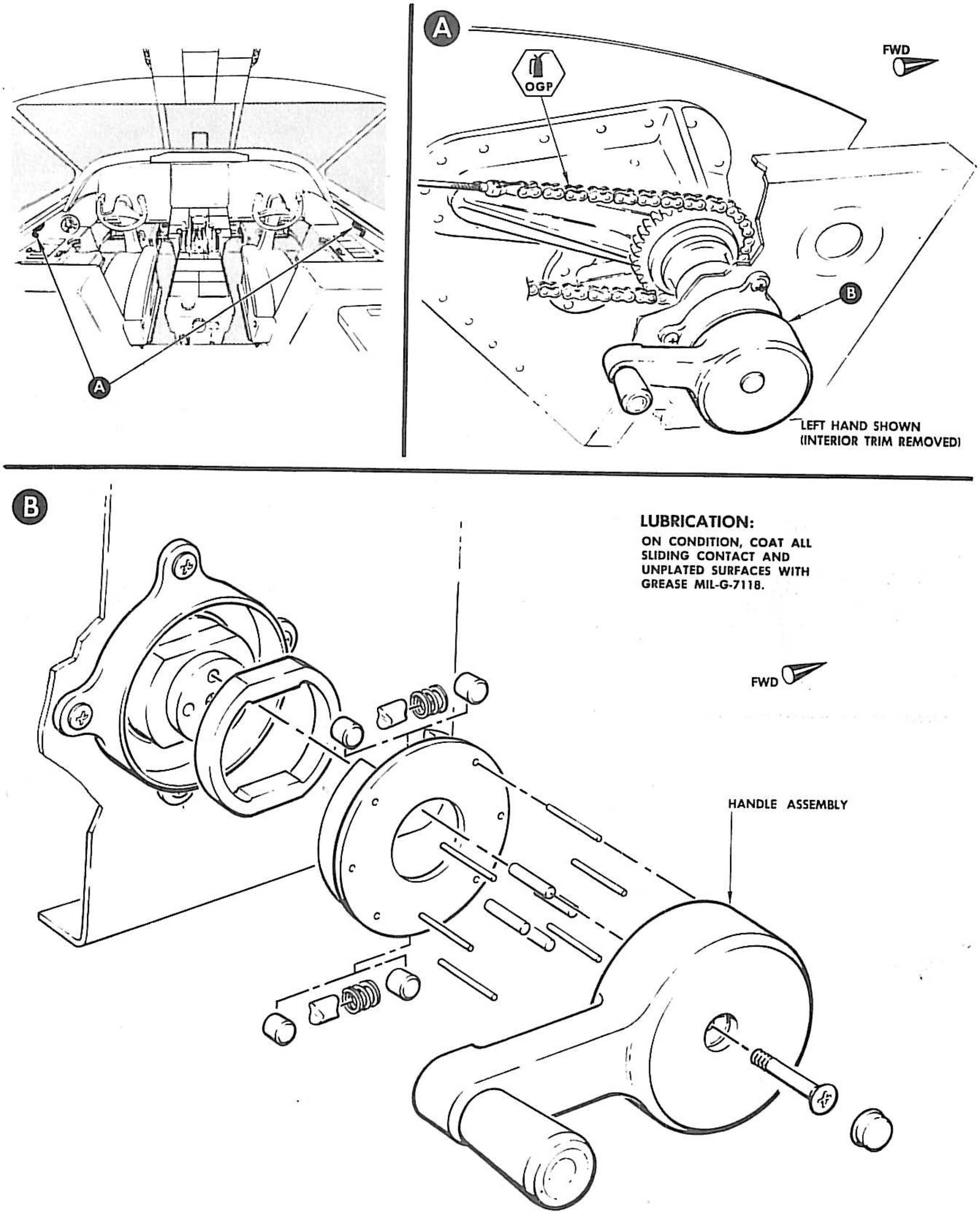

POD DOOR ACCESS (REF)
ITEM:
A. STARTER—LUBRICATE SPLINE DRIVE SHAFT
B. HYDRAULIC PUMP—LUBRICATE SPLINE DRIVE SHAFT
C. CONSTANT SPEED DRIVE—LUBRICATE SPLINE DRIVE SHAFT
D. GENERATOR—LUBRICATE SPLINE DRIVE SHAFT
FWD
M77 A
1 PLACE
M77 B
1 PLACE
M77 C
1 PLACE
M77 D
1 PLACE
30 02.12 046

Constant Speed Drive, Engine Starter
and Hydraulic Pump Lubrication
Figure 221


A
A
STABILIZER TRIM LEVER (REF)
PILOT'S PEDESTAL
GLT
MOTION INDICATOR DRIVE
STABILIZER MOTION INDICATOR
PEDESTAL SIDE COVER
FWD
PEDESTAL SIDE COVER MOUNTING SCREWS (7)
30.02.12.066

Horizontal Stabilizer
Motion Indicator Lubrication
Figure 224

22.02.12.172


A
A
OGP
FWD
B
LEFT HAND SHOWN
(INTERIOR TRIM REMOVED)
B
HANDLE ASSEMBLY
FWD

LUBRICATION:
ON CONDITION, COAT ALL SLIDING CONTACT AND UNPLATED SURFACES WITH GREASE MIL-G-7118.

22.02.12.172

Sliding Window Handle Lubrication
Figure 225